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SEAFARING

THE ORGAN OF THE SEAFARING CLASS,
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.

A Weekly Newspaper for Seafaring Folk and their Friends.

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Abroad as a Newspaper.] ONE PENNY.

IN THE DOG WATCH.

The Bill introduced by Mr. Chaplin, giving effect to the recommendations of the recent Committee on the Cattle Trade, has aroused the wrath and opposition of the shipowners, who last Tuesday met in conference to consider the subject, and we read:—

It was agreed that every effort should be made to prevent the measure from passing in its present shape, and it was arranged that a deputation should wait upon the President of the Board of Agriculture for the purpose of formulating the shipowners' objections to the proposals.

In other words, the shipowners claim to do what no other class of traders are allowed to do—to conduct a dangerous trade as they think proper, and without any regard for the safety of the people they employ.

But the seamen whose lives are at stake mean to have a voice in the matter. Their friend, Mr. Plimsoll, ever on the alert, has scented the battle from afar, and is already working hard for the Bill; while in all the seaports of the three kingdoms petitions to Parliament are being drawn up in favour of the Bill, and large meetings will probably be held by seafaring folk and their friends. As these friends are the masses, while the shipowners' allies are the classes, a good fight for the Bill may be expected.

According to an American paper there is a law recognised by the nations of the world that a marriage performed by a captain of a ship or steam vessel on the high seas is as binding as one performed by the highest church dignitary or civil magistrate, and this law a young couple have just found most useful. Relatives opposed their union, so they went off aboard ship with a complaisant captain, who duly performed the splice that their relatives could not undo when the truth came out.

An engineering paper has an interesting article on the treatment of firemen aboard steamers. The owners of steamers are, it is stated, often disappointed as to the speed of a vessel of which much had been expected, and one reason given for this disappointment is the excessive heat in the fire-rooms, and the quarters provided for the firemen being kept so hot, and so inconveniently constructed, that the firemen can get but little rest when off duty, and, not being refreshed, are consequently unable to do their best when on duty. On this the *Marine Journal* (New York) says that "There is a great deal of truth in this, particularly

when applied to foreign vessels. Men are treated often worse than brutes. No consideration whatever is shown to them on European steamships. This is not true of American-owned steam vessels."

A banquet was given by the Trades Council to Mr. Wilson on the occasion of his visit to Dublin on 25th inst., and a large public meeting was held on 26th in reference to the jury question, and the inequality of the laws as applied to Trades Unionism. Mr. Wilson is the guest of his old friend Mr. Foreman while in Dublin, where the latter is doing good service to the railway men.

It is not generally known, and should be mentioned, that Mr. Goodinson, the general secretary of the National Federation of Fishermen, has not only been a practical fisherman, but has climbed to the top of the tree, having attained the position of Admiral—of a fishing fleet—before he took to his present occupation.

Have you seen the Sons of Neptune at the Naval Exhibition? If not, you will thank us for advising you to go and see them. They are very amusing, and we fancy the "Able Seaman" who wrote the article mentioned by us last week suggesting that women should be sailors, must have derived his seafaring experience, not from a seafaring life, but from a visit to the Sons of Neptune, who are so merry. As these actors are nearly all practical seamen they could, when off the stage, tell him that life at sea—especially in a merchant ship—is not the rollicking affair which the dramatic company—the Sons of Neptune—represent it to be on the stage.

What has that witty author, Mr. W. S. Gilbert, done to be made a Justice of the Peace? As far as we are aware he has never been guilty of any act of oppression or robbery, and is not a criminal, though it is for being criminals that men usually are made Justices of the Peace. His picture of Topsy-Turvydom would do very well as a photograph of this country:—

Where nice is nasty, nasty nice,
And vice is virtue, virtue vice;
Where right is wrong, and wrong is right,
And white is black, and black is white—
Some magistrates in duty bound,
Commit all robbers who are found;
But here the beaks, so people said,
Commit all robberies instead.

Captain Cawley, R.N.R., the popular and respected champion of the pilots, paid us a visit the other day, and his numerous friends will be glad to hear that in spite of all the hard work he does he is looking as strong and lively as usual. A finer type of the British captain as he ought to be it would be difficult to find. A man of commanding presence and stature, at once a thorough seaman and a gentleman, taking a keen and kindly interest in all classes of seafaring men, the pilots' president is a man it does one good to meet. With a dozen men of his courage, knowledge, and ability to lead them, the shipmasters and officers could soon get fair play for themselves; and that the pilots are not to be robbed of their livelihood without compensation is chiefly due to Captain Cawley.

It may be interesting to add that Captain Cawley has had in his time many thousands of pounds invested in ships, and he has still some thousands so invested, so that he knows much about the sea from the owners' as well as the seamen's point of view, and though he may differ from us and the Seamen's Union in some respects he fully endorses our contention that it is far better for the owners themselves to treat their men fairly instead of badly. This we were of course pleased to hear, and no doubt the fact will interest our readers.

By the death of Captain Bishop the Hudson Bay Company has lately lost the oldest and most experienced of its commanders, who was very highly respected. He had served that Company half a century, and had he lived to go out again this year to Hudson Bay, as he meant to do, that would have made his fiftieth yearly voyage. Years ago Captain Bishop could have retired on a pension, but preferred sticking to his post to the last.

In all the long period during which he served the Hudson Bay Company, so skilful and careful a commander was Captain Bishop that he never lost any of the Company's property. Year after year he took his ship out to the southern part of Hudson Bay and brought her home loaded with costly furs, the cargo being often worth £500,000, therefore it is no exaggeration to say that millions worth of property were entrusted to him, and he proved worthy of his trust. These circumstances gave him a very strong claim on the Hudson Bay Company, that claim being further strengthened by the fact that he lost a son in its service at sea, therefore it is not surprising that he might have had a pension years ago.

YARNS.
CLXIV.

HOW SHE WORE HIS RING.

"What is the matter with you, Frank?" said I; "I never saw you look so sulky before."

"Sulky!" Frank repeated, "I'm in trouble, and you have no sympathy for me. So much for friendship."

"Tell me what it is?" I said.

He took something from his pocket and held it out to me. It was a ring—a cluster diamond.

"She sent that back last week," he said, "and I've wanted to die ever since." And he rolled over on the grass and hid his face.

"Oh, go and make up with her, Frank," said I.

"I've tried," said Frank, "she won't speak to me—she won't look at me. She sends my letters back unopened. No; it's over, and I shall never be good for anything again."

He seemed to mean it.

"She's gone to Washington," said he; "and they say an old senator is making love to her. She'll marry him; I know it's out of spite, but she'll do it."

"Go after her and cut him out," said I.

"I start to-morrow for Mexico—a business engagement, signed and contracted for. I'm to make the sketches for the work on a certain part of the country, and I hope I'll never come back," said Frank.

I never saw anyone look so desperate.

"Frank," I said, "if you are really as mad about the girl as you say you are, I'll promise you to go after her myself, force her to be reasonable, and coax her to make up with you."

He shook his head.

"You're a dear, good fellow," he said. "I don't believe any other fellow living would do so much for a friend; I don't, indeed. And, Jack, look here, I shall be down in Mexico soon, you know. Write to me, but don't mention her unless you should perform a miracle. Then—then—oh, good heavens! telegraph to me; send me these words, 'She wears it,' and I'll fly through fire and water, or blood, to her side!"

"Wears what, Frank?" I asked.

"Oh," said he, "I felt as though you could read my thoughts. This ring; take it with you. If she ever says, 'I'll forgive him,' say, 'then put this ring on again.' And when she does—"

"All right," said I.

And he kissed the diamond and put it in a little box and transferred it to me.

"And now her name and address?"

"You don't even know that?" he cried.

I did not tell him that he was desperately in love with another girl when we last met. He was in real trouble and I did not think it right to joke with him, and he wrote the lady's name, "Jeannette Donald," and the hotel where her people were stopping on a card, and said again:

"No use, Jack, no use; she said she could never trust me again. She meant it."

A week from that time I was in Washington, and Frank was on his way to Mexico, and I had called on Mr. Donald on a business matter, concocted by my father to help me out. I had then been introduced to Miss Donald.

She was a beautiful blonde with golden hair and violet eyes and the sweetest smile, and a little pensive way that made me fancy that she regretted Jack.

But I was very artful, I laughed and danced with her, and walked with her, and talked with her, and made her acquaintance very thoroughly before I ever mentioned Frank. At last one day I said:

"You know Frank Ludwig, do you not, Miss Donald? I've heard him speak of you."

"I was once slightly acquainted with Mr. Ludwig," she replied.

I worked hard for Frank's sake, to keep other fellows away from Miss Donald and to make her like me and feel that I was a friend; when, with a horror which I have no words to express, I suddenly discovered that I had fallen in love with her myself.

You see it was the first time I had been so much alone with a beautiful girl, and she had been so sweet to me, and she was the realisation of my ideal of womanly beauty, with her golden hair and heavenly eyes, and—a thousand other things. However, I was not a false rascal. Conscious as I was of my own feelings, I dared delay no longer, and that very evening I took my way to Mr. Donald's house, determined to plead for Frank as though he were myself. She was alone at the piano, playing softly when I entered their private parlour.

She held out her hand to me. I took it, and could not help holding it longer than I ought.

"Miss Jeannette," I said, "I have a confession to make. My acquaintance with you seemed to come about almost accidentally; but the truth is that I came from New York on purpose to know you."

"Is it possible?" said she, blushing like a rose.

"Yes, indeed, Miss Donald," I said. "I asked you once if you knew my friend, Frank Ludwig, he who used to talk so much about you. Oh, Miss Donald, you are so sweet, so fair, you look so gentle. How can you be so cruel?"

"I cruel! I do not know what you mean, Mr. Leslie," Jeannette cried.

"When a woman has won a man's heart, is it right to cast him away—to doom him to despair?" I said. "My purpose in seeking you out was, from the first, to ask you to put this ring on your finger."

I was about to say "once more," when a hearty slap upon my shoulder startled me.

"Come, come," said Mr. Donald—he was a man with a loud voice and Scotch accent—"come, come! you have been very sly, young folks, but I was the same in my time, and I'm not sure I'll object."

"We've not been sly, papa," said Jeannette, "Jack has never said a word to me before."

"Put it on, lad," said the old gentleman; "put it on her finger, and my blessing on ye both."

What could I do? I put the ring on Jeannette's finger.

Nothing else was possible. The old gentleman left us together, her head sunk on my shoulder. I have often wondered what she thought of me, for I never uttered another word the whole evening.

As soon as I decently could I got away. I adored her; I knew that I should be miserable without her, but I could not play the part of a rascal.

Having stolen Frank's diamond ring and given it away might have been rather bad, from a detective's point of view, but I did not think of that. It would seem to him that I had been false, cowardly, treacherous, and had won his Jennie after promising to make all right between them.

I could never tell Jennie the truth after

all she said to me that night—things that would have made me the happiest of men if I had dared to be—and as I walked homeward I decided to shoot myself and end it all.

I was in an indescribable state of mind, for I loved life, and saw it bright and glowing before me—but for my lost honour.

As I entered the hotel I turned and gave a last look at the beautiful street. Before morning my eyes would close on the beautiful world for ever.

"There's a message for you," said the clerk, as I passed the office. I turned and took it. It was from the city of Mexico, from Frank, of course. I tore it open. These were the contents: "Don't go further with that matter. I'm married."

So was I when next he heard from me.

WRECK OF THE "UTOPIA."

REWARDS FOR BRAVERY.

The Queen has been pleased to confer the decoration of the Albert Medal of the Second Class on Mr. William Seed, Chief of Police, Gibraltar, and Mr. William M'Que, corporal, 3rd Battalion King's Royal Rifles. The following is an account of the services in respect of which the decoration has been conferred: On the occasion of the sinking of the British steamer *Utopia*, through collision off Gibraltar on Mar. 17 last, when 551 lives were lost, a number of boats were put out by the vessels of the Channel Squadron to the assistance of the shipwrecked persons. The launch of Her Majesty's ship *Immortalité* while engaged in the work of the rescue fouled her screw, became uncontrollable, and was beaten on to the shore near the breakwater, where she eventually became a total wreck. Two of her crew were drowned, two others swam safely ashore, and the remainder, with eight emigrants from the *Utopia*, were rescued in an exhausted condition by officers and men of the Port Department and of the King's Royal Rifles. Among the rescuers William Seed, Chief of Police, and Corporal William M'Que of the Rifles, particularly distinguished themselves. Although the night was intensely dark, with a strong gale blowing, and a strong current and heavy sea dashing on the breakwater (which is a low line of jagged rocks giving no foothold outside the wall of the fortifications) they plunged into the waves with ropes, and, although washed back on the rocks, renewed their attempt until they succeeded in reaching the launch, which was 80 yards off shore, when the rescue was effected.

The Board of Trade have awarded the following testimonials to various persons concerned in saving life on the occasion of the wreck of the *Utopia*, viz., gold shipwreck medals to the seamen, Bjorkander and Werner, two of the crew of the Swedish warship *Freja*, who, at great risk to their lives, jumped from the vessel to the rescue of those who were struggling in the water, the former succeeding in saving a female passenger; a Board of Trade silver medal to Mr. Henry Wheeler, and a Board of Trade bronze medal to Frank Loosemore, James Turl, and Samuel Southcott, three of the crew of the cutter *Resolute*, who rescued 14 passengers of the *Utopia*. Board of Trade silver medals to W. Udry, boarding officer; Peter Gao, coxswain; Charles Nile, A.B.; John Chappory, A.B.; J. Ramognin, A.B.; Francis Correa, engine-driver; and V. Robba, fireman, who went out from shore in a pinnace and rescued the crew of a large boat of Her Majesty's ship *Rodney*, which was driven on to the north end of the bay while engaged in the work of rescue; and a Board of Trade bronze medal to W. G. Adair, who rendered valuable services on the occasion.

MARINE ENGINEERS.—On Saturday a meeting of the joint committee of the Marine Engineers' Union, the Amalgamated Society of Engineers, the Steam Engine Makers' Society, and the National Society of Engineers was held at Sunderland. Delegates were present from Sunderland, Newcastle, Jarrow, Shields, Blyth, the Hartlepool, Middlesbrough, and Stockton, and had under consideration the resolutions passed by the men at mass meetings during the week all along the North-East Coast, on the revised scale of wages recently submitted to the owners in a conference at Sunderland, and the counter proposals of the owners. As soon as some line of action has been agreed to the delegates will seek a fresh conference with the owners and lay their proposals before them.

WILSON ON THE WAR PATH.

MEETING IN ABERDEEN.

ABERDEEN SHIOPWNERS.

Mr. J. H. Wilson, general secretary of the Amalgamated Seamen and Firemen's Union, addressed a public meeting under the auspices of the local Branch of the Union, and various Trade Unions in the city, in St. Katharine's Hall, Shiprow, Aberdeen, June 17, taking as his subject, "Why sent to prison, and what we have gained by it." Councillor Henry Tait, Glasgow, the general secretary of the Scottish Branch of the Amalgamated Railway Servants' Society, was also present, and also addressed the meeting. Mr. T. Nicol, president of the Trades Council, was in the chair, and among others on the platform were—Baillie McKezie, Councillor Simpson, Messrs. J. S. Watt, advocate; A. Catto, W. Johnstone, J. Anderson, W. Livingston, R. Milne, Jesse Quail, editor *Northern Daily News*; J. C. Thompson, Mr. John Campbell, Mr. Milne, printer; J. Burnett, M.A.; D. Lawson, saw-miller; Smith, James Gordon, James Brown, ship carpenter; J. Stewart, shipwright; Captain Farquharson, Mr. Fraser, printer; and others. There was a very large attendance, the hall being completely filled.

The Chairman, in introducing Mr. Wilson (whose name was received with loud cheers), said, with the exception of Samuel Pimlott, he did not know another man who had done so much for the benefit of the seafaring community as Mr. J. H. Wilson. (Cheers.) He had had a difficult task before him, which was thought by many to be an utter impossibility—namely, the organisation of our sailors and firemen; but the result of the past year or two justified him in saying that his labours had not been a failure. (Cheers.) Personally, he could say in all his experience of Trades Unionism he never came across a more resolute and more determined set of men than the members of the Aberdeen Branch of the Sailors' and Firemen's Union. (Cheers.) Speaking of Mr. Wilson's imprisonment, he said it would do more to break the back of our Conspiracy laws than any six months' agitation throughout the country by Trades Unionists. (Cheers.) Mr. Bryce when in Aberdeen told him (Mr. Nicol) that he appealed to Mr. Matthews, the Home Secretary, to try and remit the sentence passed upon Mr. Wilson; he said the sentence passed upon Mr. Wilson was something extraordinary, and a thing which should never have taken place in this country. (Cheers.) In concluding, Mr. Nicol presented Mr. Wilson with a handsome bouquet in name of the Workwomen's Society of Aberdeen. (Cheers.) He then called upon

Mr. Livingston to move the following resolution:

"That this meeting of Trades Unionists and others accord to Mr. J. H. Wilson, general secretary of the Seamen's and Firemen's Union, a hearty welcome to Aberdeen after his recent unjustifiable incarceration in Cardiff for fighting the battle of Trades Unionism, and further expresses the hope that he may be long spared to carry the banner unsullied from victory to victory on behalf of the seafarers of this country."

(Cheers.) Speaking to the resolution, Mr. Livingston said one great benefit which was to be derived from Mr. Wilson's incarceration was to rouse within the spirits of the working classes a determination that they would no longer be hampered and kept back by the unjust restrictions which were placed upon them by the laws of the country. They heartily welcomed Mr. Wilson to Aberdeen, and wished him the very best health that he might carry on the work he had so splendidly commenced. (Cheers.)

Mr. John Campbell, shipwright, seconded the resolution, which, on being put to the meeting, was carried with acclamation.

Mr. Wilson, who on rising was received with loud and prolonged cheers, at the outset thanked the women workers of Aberdeen for their kind token of sympathy.

FEMALE ORGANISATION.

He expressed regret that so few of the women workers in Aberdeen were organised, and asked how far the working men were responsible for this state of affairs. (Hear, hear.) He asked parents who were Trades Unionists themselves to invite their daughters to become members of the Women Workers' Union. (Cheers.) Coming to the subject proper of his address, Mr. Wilson said for over three years he had had one of the greatest struggles

to fight that, he believed, any working man in this country had to undergo, and he acknowledged the assistance he had received from the Trades Unionists of the country, and from such men as Mr. Tait and Mr. Thompson, in the work of the organisation of the seamen. (Cheers.)

ROBBING THE DEAD.

They had had a most powerful and unscrupulous body of men set against them—he meant the shipowners of this country. He would not deny that there were some good shipowners—(A Voice: "Very few")—but he was sorry to say the vast majority were very bad employers indeed. (Cheers.) He was sorry to say, also, and probably the workers in Aberdeen were sorry to know, that some of the most unscrupulous of our shipowners lived in this very city of Aberdeen. (Hear, hear, and cheers.) When he made that statement he was prepared to prove it, and there were men on this platform who could prove it up to the hilt. For why? They found employers of labour robbing the dead. (Hear, here, and cheers.) On the field of battle, if any man dared to rob the dead, the penalty was death, he was shot or hung up on the nearest tree; but in a benevolent, Christian country like ours shipowner employers were allowed to rob the dead, and yet they were not punished for doing so. (Cheers.) He would explain what he meant. When the ships had gone away from a port, and had been away a long while, or had foundered, and all account of wages had gone down with the ship, the employers had made out what they called an average account, putting down exorbitant sums for pay drawn in foreign ports. In one case in this city an employer put down against the names of several men as having drawn £7 in one week abroad, but sailors and firemen would know that the usual amount a sailor or fireman was able to draw a week in a foreign port was not more than 5s. or 6s.—(cheers)—and they had even to beg from the captain before they got that. But in this city there was a man who put down opposite the names of some of the crew that were lost in his vessel sums amounting to £4, and as high as £7. He had no actual proof of the amount of money the men drew. They might not have drawn one cent abroad for what he knew. The only evidence he had was that the captain had drawn a certain amount of money in a foreign port, and said, he charged it to the crew. If that was not robbing the dead, what was robbing the dead? (Loud cheers.) That was a sample of the people their Union had had to contend against, and he might tell them that was not the only case of the kind. He was sorry to say the system was going on every day and every week and every month throughout the year. These were the people who were trying to block the progress of their Union, who were continually hunting him from one end of land to the other, by employing low, mean, miserable scoundrels to haul their

MISERABLE LIBELS AND SLANDERS,

accusing him of being a thief and a robber, knowing well they dare not utter their miserable libels themselves. They employed men to do this dirty work, and paid them a large amount of money for doing it, so as to compel him to go into the law courts, wasting the time and the funds of the Union in defending his character, because they knew if he did not do so then they would publish on their miserable rags they called shipowners' newspapers—("Name")—that he had been called a thief, and that he dared not go into the Court and clear his character of these charges. (Loud cheers.) Within two years he had been in five or six lawsuits against shipowners' newspapers, and he was proud to say they had never been able to lay one charge to him. One of their counsel in a recent trial had to admit in the Court that they had not one word to say against him—that they believed he was an honest man and a good man, but they did not say that in the paper when they published that miserable libel.

WAS HIS IMPRISONMENT JUSTIFIABLE?

Alluding to his imprisonment, Mr. Wilson said that three weeks before he received his summons he got a letter from an ex-official of the Shipping Federation in London, to say that that body had had a meeting and they resolved that Mr. Wilson should go to prison. That letter did not prevent him doing his duty. (Cheers.) Three weeks afterwards he got the summons charging him with riot and unlawful assembly, and with threatening to spill their blood and wreck their houses. (Laughter.) He had been in a good many strikes during the past two years, but he did not believe any man could say that in any strike he had been connected with there had been any disorderly proceedings, or any riot or any bloodshed. He then proceeded to detail the charges made against him,

At three houses he was accused of shouting, "That is a scab house; we'll mark that house, and we'll wreck it to-night;" and at the fourth he was accused of repeating these words, with this addition, at the top of his voice, "We'll spill their blood; there will be blood shed here to-night." He asked them if they believed he was a man who would be so foolish or insane as to express himself in that way in the public streets. (Loud cries of "No.") If he did, instead of getting six weeks, he ought to have got six years for being such a fool. He then mentioned that a policeman who gave evidence, and who was nearest him all the time, said he (Mr. Wilson) never shouted, and that he whispered in the men's ears. Did they, he asked, believe he was guilty of any crime in Cardiff? (Loud cries of "No.") In his evidence, he added, not one of his witnesses out of ten contradicted themselves.

THE JURY.

Alluding to the jury, he said they were going to demand an alteration in the law as regards the jury system. (Loud cheers.) Eleven of the twelve were Tories; the Recorder was a Tory of the deepest dye; the prosecuting counsel was a Tory of the very deepest dye. Two or three of the jury were shipowners; some if not owners had an interest in shipping; and four or five were shopkeepers who believed he was the cause of the strike in Cardiff, and that he had injured their trade to the extent of some £300 or £400 a week. The jury decided that he was guilty, and the Recorder—a benevolent man, kind fellow—(laughter)—passed sentence of six weeks' imprisonment, as he said, to deter the speaker and others from following out such tactics in the future. ("Shame.") He made a great mistake when he thought that six weeks would deter him from doing what he believed was right. (Cheers.) What he did in Cardiff he should do over and over again in every port throughout the country. (Cheers)

WHAT HE LEARNED IN PRISON.

He gained some knowledge while in prison, because it gave him time to reflect on what was the position of hundreds of sailors and firemen who every month were sentenced to various terms of imprisonment for daring to tell the shipowners that they would not go to sea in ships to risk their lives—(cheers)—and the hardships they and their families had to endure. His imprisonment had also served him and roused within him a spirit of determination that all the false deliberate lying and swearing of the boarding-masters and "crows," and all their false and malicious libels would never deter him from pushing forward the cause of the seamen and firemen of the country. (Loud and continued cheering.) But another phase of the question was that he believed that Trade Unionism had gained by his imprisonment. Working men would now be able to realise that the employers were combining to crush the men by law. He did not complain of the law of intimidation, nor of the law of unlawful assembly, but rather of the men who were hired to try the case. (Hear, hear.) What he wanted this meeting to ask for was the alteration of the laws with reference to the empanelling of juries. They had heard of complaints about jury packing in Ireland, and probably they thought there was no jury packing in this country, but he told them that there was a large amount of jury packing here. (Cheers.) The man who drew out the list could very easily slip over a certain number of names, and come to the names of those whom certain parties were desirous of having on the juries, and if that was not jury packing he would like to know what was. What he proposed was that every man who had a vote at a Parliamentary election should be entitled to be called upon to act as a juror—(hear, hear)—and in order to avoid packing he proposed that the names should be taken alphabetically. (Cheers.) But when they got that they should want something more. Working men couldn't afford to spend five or six days in the Law Courts, and he suggested that every juror called upon by his country should have, say, 7s. 6d. per day while he was in attendance. If a change of that kind were brought about, he did not believe that they would require any alteration of the law of intimidation or of unlawful conspiracy.

APPEAL.

As a final appeal to them, he wished to say that the seamen had a great struggle before them, and as their position was not such as the workers—they could not get all their men together on one night or one day—it was absolutely necessary that they, the workers of the country, should give the seamen all the assistance that they could. (Cheers.) They were seeking for legislation in order to prevent the loss of life at sea, but while time could be found in the House of Lords for other topics, there was no time to spare for discussion.

upon those relating to the condition of the labouring people, and more especially the protection of the lives of the seafaring people. Even the Bill to prevent the carriage of deck loads on board ship had been slain amongst the innocents. That Bill had been withdrawn because there was no opportunity of getting it through the House of Commons this year. Last year they had to withdraw that Bill, and now another year had gone, and if the people did not force the Legislature to pay attention to the Bills relating to the prevention of loss of life then they would have to go on withdrawing their Bills. That meant that since last year probably 200 or 300 men's lives had been lost which might have been saved, that a large number of widows and orphans were now dependent upon the various charities, who might have had their husbands and fathers to work for them. (Cheers.) It was on these grounds that he asked for their sympathies. He believed their members for the city were sound upon the seafaring question. (Cheers.) He knew that one of them had taken a very lively interest in the matter, and it was for the electors to see that, if their members were not prepared to watch and guard the interests of the seamen, other men were put in their places who would look after the subject. (Cheers.) He asked them to pay no heed to the vile, foul slanders and libels made against the Union by the shipowners in their newspapers, nor allow their sympathy to cool because of these, and while they helped the seamen they must remember that they were at the same time helping themselves. He asked them to stand close to their Unions, and trust themselves. It was only by combination that they could demand from their employers what was fair and just. (Hear, hear.) If they did this he was sure that there was a brighter future for the men and women whose lives ought to be made happy. After referring to the baccarat scandal, and the lesson to be learned from it, which was that if they did their duty as Trades Unionists and workers there would be less of those people who would accumulate two or three millions of money in a short time, he concluded by stating that by combination they would prevent the sweating of the workers in the future, and it would be a grand and glorious day for the Trades Unionists of the country. (Cheers.)

Mr. J. C. Thomson moved:—

"That this meeting of Trades Unionists and others of the city of Aberdeen are of opinion that the time has arrived when the laws relating to the empanelling of juries shall be so altered and amended as to allow any person qualified to vote at a Parliamentary election to be entitled to sit as juror on all criminal and civil cases; we, therefore, urge on Her Majesty's Government to bring in a Bill to so amend the law relating to the jury system; and it is further requested that a copy of this resolution be sent to the city members urging on them the necessity of supporting such a Bill when drafted and introduced to the House of Commons."

(Cheers.)

Mr. Jesse Quail seconded the motion.

Councillor Tait in supporting the motion, said he tendered his thanks to the Sailors' and Firemen's Union, as well as to the working men of Aberdeen, the warmest and sincere thanks of the railway men of the country, for the warm and generous support they had received financially during the great railway strike. (Cheers.)

THE CODIFICATION OF THE LAWS.

Referring to the motion, he said the codification of the laws of the country was a subject which not only Trade Unions had had under consideration, but which had also been discussed by the solicitors in conference. What they complained of was that there was such a mixture in the various Acts of Parliament that it was utterly impossible for judge or jury to come to an intelligent decision—(cheers)—and the conspiracy lawfully bore this out. There were scarcely two judges who had given the same rendering of particular clauses in the statute. Recent decisions had gone far to prove that they had not been given at least in the spirit which Parliament intended, when it abolished the penal laws at the request of the Trades Unions of the country. These were questions which were decidedly of supreme importance to labouring men. They had had to fight hard even before they had got the privilege of picketing the various workshops when a strike and lockout took place; but while there were privileges accorded to the working men in the picket clauses, if they were not very guardedly looked after the possibility would be that, in the near future, they would become obsolete in their operation, so far as the working men were concerned. In the recent railway strike they found that, in different places, different constructions were placed upon the law of picketing by the men who were called upon to

give a decision upon the point. One thing they had to be very careful about was this, that there was a disposition on the part of some municipal authorities of this country to rather lean towards the employers' side in these particular circumstances as against the best interests of the working men. (Cheers.) Another reason why they required that the law relative to juries on trades questions should be codified was this important fact, that when the law relating to these subjects was made statutory by Parliament, the franchise—the voice of the people—was not shown in the House of Commons as it was to-day. (Hear, hear.) In consequence, he maintained that the laws pertaining to these particular questions should be in consonance with the ideas of the people of to-day, and not with those of fifty years ago, when only one class of people had the vote in the country. (Cheers.) He himself had reason to complain of employers insidiously putting into operation an old and obsolete law. They would remember that in the month of January last, during the railway strike, an old and obsolete law which was only put into operation when it was thought that a person would leave the country and run away with something that did not belong to him, was put into force against himself and the chairman of the railway servants' organisation in an action for £20,000 for the purpose of allowing the railway companies to interdict the funds of the Association.

PROGRESS OF THE SEAMEN'S UNION.

Mr. Tait congratulated the Seamen's Union upon its progress during the last two or three years, and the reforms which they had been able to put into operation in the interests of a class who had the utmost sympathy of the public. (Cheers.) They had done many good things for the purpose of securing their interests. They had raised the standard rate of wages of the sailors and firemen; and in the same way as they had done this, it was necessary that they should organise and exercise the same intelligence and forethought in getting the reforms incorporated in the resolution passed. But they ought not to forget that, while they were trying to build up, there were others trying to draw down the edifice of Union they were building up; and therefore it behoved them to look carefully after their own interests. The Trade Union Congress, he had no fear, would lead its support in such an alteration of the law, and if they gained the support of that Union they would bring into operation the power of 1,500,000 working men and women in the country. If it were put into operation with sincerity and determination, then this alteration would take place, and instead of Jeddoart justice, justice in every sense of the word would be given, and the laws regarding the protection of property, specially relative to disputes in this country, would be so altered as to secure that the working men would have equal privileges with the employers.

THE FEDERATION TICKET.

He just wished to say a few words upon what was known as the Federation ticket. (Cheers.) It was an admitted fact that previous to the Union the sailors and firemen of the country were in a most deplorable condition. (Hear, hear.) They were running out of some ports of the country at some £2 6s. to £2 8s. and £2 7s. per month. The Union had raised the standard to the extent of something like 20 to 30, and sometimes as far as 40 per cent. at great financial sacrifice. But, on the other hand, the men had been amply repaid by the higher standard of wage they had received. He knew for a fact that during the last three years upwards of £100,000 had been spent by the Union in defending the rights of the sailors and firemen, and the whole of that money had been contributed by the sailors and firemen themselves. On the other hand the shipowners, seeing that the seamen were beginning to be a power, seeing that their organisation was exercising an influence, knowing that by Act of Parliament they could not ship any man if they carried out the spirit of the Act at least—(hear, hear)—into their boats who was not a qualified or certified seaman, and to defeat the objects of the Union introduced something of an insidious nature into their midst with a plausible excuse. It was all for the purpose of drawing the sailors and firemen into a trap. The Federation ticket was nothing else but trap to sailors and firemen. (Cheers.) If it was of so much value to the firemen and sailors now, why did not the shipowners introduce it before the Union was in existence. (Cheers.) The working men knew the tactics of employers—(hear, hear)—and the Federation ticket meant simply to get fettered round the men who were supporting the Union, a condition which would allow the employers to get certain information—(hear, hear)—the use of which would not be to the advantage of the firemen or the sailors, but would be exercised against

them at every opportunity. Besides this it sapped the very manhood of the men—(cheers)—but this was a progressive age, and neither the Federation ticket nor any other ticket would ever stop the progress of the working men of the country. (Cheers.) The masters might do this for a time and be successful with the powers at their disposal, but

THE CAUSE OF LABOUR.

was one which it was impossible for all the wealth of the country, and all the Federations of the country to stop, or even to stop the agitation which was presently going on. The highest ideal of Trade Unionism was not simply to fight against the employer. Their ideal was, if they only got the opportunity of, showing in the way in which they thought they ought to get it—to show both to the employer and the employed the great necessity of for ever abolishing from the ranks of the commercial interests of the country, the barbarous system of strikes and lockouts. They had arrived at this conclusion and they thanked every one, from the highest to the lowest, for any information which they could give, and they thanked the parties who, in a philanthropic manner, came forward and assisted them in the reforms they desired to see established; but he wanted no philanthropy, he wanted justice. Give them justice and they could look after their interests perfectly well themselves. (Loud cheers.)

THE SOCIAL CONDITION OF THE PEOPLE.

They had Christian ministers of religion preaching from day to day Christian charity, but they might as well talk to dead walls, as try to raise the social condition of the people in the country unless better opportunities were given the people to live. (Cheers.) His idea of the intelligence of the country was founded upon this one fact. In proportion as they altered the present demoralising conditions of large classes of the working men, so would they assist them morally to perform those Christian duties which all desired that they should do. To talk of a man living morally, or bringing up his children in that condition which they were adjusted to do, and live in the dens which he had seen in Aberdeen and several large cities which it had been his duty to visit, was nothing short of sheer nonsense. Talk of the morality of the working women of the country being raised to a higher standard! Read the evidence of the Sweating Commission. (Cheers.) They only wanted to read it, not taken from agitators such as Mr. Wilson and himself—(laughter)—but given by employers of labour, and in some instances by the woman who, certainly, in thousands of cases, he believed, had lost her womanhood owing to the immoral conditions which the employers of labour had forced upon her. (Cheers.)

The motion was put to the meeting, and carried unanimously.

On the motion of Mr. W. Johnstone, a hearty vote of thanks was accorded to Mr. Wilson and Mr. Tait, and a similar compliment having been paid the chairman, the proceedings terminated.

At the close a social gathering was held, when both Mr. Wilson and Mr. Tait were entertained to tea, and had an opportunity, in an informal way, of exchanging views with prominent members of the Trades Council and others.

MEETING AT DUNDEE.

A special meeting of the Dundee Branch of the Sailors' and Firemen's Union was held on June 18 in the Gilfillan Memorial, Dundee, for the purpose of conferring with and hearing an address from Mr. J. H. Wilson, the general secretary of the organisation. There was a large attendance. Mr. John Wishart, ex-president of the Trades Council, occupied the chair, and on the platform were Messrs. J. Innes Mundie, James Mudie, Burntisland; T. D. Rennie, organising secretary; Jenkins, president; J. Smith, treasurer; C. W. Millar, secretary; and Coutts, assistant travelling secretary. The chairman stated the object of the meeting, and then introduced Mr. Mundie, who moved the following resolution:—"That we, the Trades Unionists and others in the city of Dundee and district, welcome Mr. J. H. Wilson into our midst after his recent unjust committal to prison, and also

EXPRESS OUR SYMPATHY

with him and condemn the unwarranted prosecution he has been subjected to for upholding the cause of workers in general." Mr. James Smith seconded, and the motion was unanimously carried.

Mr. Wilson, who was introduced by the chairman, acknowledged the compliment. He detailed the circumstances which led to his imprisonment, and said he believed that he had been unjustly

dealt with. However, he was quite willing to submit to even greater punishment if by doing so he could confer any advantage or benefit on the members of the Sailors' and Firemen's Union,

MR. WILSON EXPLAINED

at some length the aims of the Shipping Federation—the organisation of the shipowners. While the owners held out that they did not wish to interfere with the wages of the seamen, the experience of the members of the Workmen's Union had been to show that one of the objects of the Federation was to reduce wages. The remuneration of seamen had already been reduced, and he was afraid it would be still further reduced unless the men remained by the Union. In the course of further remarks, Mr. Wilson said the Union was about to take steps whereby they might be able to enter the lists against the shipowners by

EMPLOYING VESSELS THEMSELVES,

and he trusted that if they were successful in doing that they would be enabled to give the men they employed good Trade Union wages. He also expressed a hope that by the power of their Union, united with their political power, they would be able to remedy many existing evils, and as an illustration of what might be done he mentioned that to the Union belonged the credit of perfecting the load-line. He anticipated many similar reforms. He was glad to know that the members, while accepting the Federation ticket, were still keeping by the Union,

PAYING THEIR CONTRIBUTIONS,

and so maintaining their connection. (Applause.) The chairman then moved the following resolution—“That this meeting of Trade Unionists and others of the city of Dundee and district is of opinion that the time has arrived when the laws relating to the empanelling of juries should be so altered and amended as to allow every person qualified to vote at Parliamentary election to sit as a jurymen, in all criminal and civil cases. It, therefore, urges on Her Majesty's Government to draft a Bill to so amend the law relating to

THE JURY SYSTEM;

and it is further requested that a copy of this resolution be sent to the city members urging on them the necessity of supporting such a Bill when drafted and introduced to the House of Commons.” The Chairman, in speaking to this motion, did not think that wealth should have any privilege conferred upon it which was denied to men in poorer circumstances. While he admitted that there were men in the ranks of the wealthy who would lean to the side of justice, he was of opinion that there were others who were so biased against Trade Unionists that it would be well to make intelligence the only qualification to sit on a jury.

Mr. T. D. Rennie, in seconding, stated that the prospects of the Union in the North were very hopeful, the seamen and firemen in Stornoway and the Island of Lewis having bestirred themselves and shown that they realised the advantages of organisation by joining the Trade Society. The motion was carried unanimously. The members then had an opportunity of questioning the general secretary on matters concerning their interests, and thereafter a vote of thanks to the Chairman and to Mr. Wilson brought the meeting to a close.

THE death has just taken place at Bromley-villas, London, of Captain Lawrence Gillan, at the early age of 31, from a severe attack of influenza, which carried him off in less than a week's time. After serving his apprenticeship, Captain Gillan rapidly rose in his profession, having received the command of a large Liverpool steamer at the early age of 27.

THE STRIKE AT SAMUDA'S.—On Saturday afternoon the non-Unionists who had taken the places of the engineers and other workmen at present on strike at the shipbuilding works of Messrs. Samuda Brothers, and who had since the dispute started been lodged within the firm's buildings, were discovered by the pickets to be quietly quitting the yard in threes and fours. The strikers and the non-Unionists were soon in conflict, the result being a free fight, which had it not been for the interference of the police would probably have ended in serious consequences. The strike is now in its seventh week, and there seems little or no prospect of an early settlement. Money for the men is said to be flowing in pretty freely from Trade Union Societies. In support of the movement a largely attended open-air meeting was held on Tuesday morning at Cubitt Town. As at the end of the previous week, the men were on Saturday paid 10s. each from the strike fund.

UNITED KINGDOM PILOTS' ASSOCIATION.

The eighth annual conference was held at the Albert Hall, Swansea, on Wednesday and Thursday, June 24 and 25, when the president, Captain Cawley, R.N.R., in the course of his address, said:—Your association is not only a body of pilots banded together for the purpose of protecting the individual and collective interests of its members, and of the calling they follow, but it is also one of a mutual benevolent description, relieving so far as your very limited subscriptions will allow the aged pilot when past all pilotage work, and rendering mutual aid to the widows and orphans of deceased members. I venture to state there is no other association of any body of men that has performed such a diversity of duties to its members as this has during its too brief career—and none other gained such staunch supporters and earnest friends amongst all classes of men. You have gained alterations and amendments in the laws which governed you, which many others with greater influence—greater numbers and a larger exchequer, have been toiling all their lifetime to acquire. Why is it? It is not a secret; for the

UNBEARABLE INJUSTICES

you laboured under were publicly proclaimed—you asked your fellow-countrymen to help you, they cheerfully complied with your request, and upon examination your complaints were found weightier than you had represented them—they were by no means over-stated—and your grievances were as publicly remedied, not in exactly the manner you had wished them to be, for some matters would take another Select Committee to interpret the real meaning of the last one, but at any rate alterations of a beneficial and benignant kind were effected, which, although they did not eradicate the disease entirely, they appreciably modified its virulence; let us hope that time, and the closer contact with your rulers, which direct representation will give you, will effectually cure the disease. By the strenuous help of your friends, by the insight you have obtained into the manipulation of your funds, and the alterations you have effected by your remonstrances and advice, a greater contentment has been ensured at many of the ports—for moneys that were originally frittered away in needless uses now conduce towards the comfort of the aged pilots and the widows and orphans. But at some other ports

THE AUTHORITIES

still cling with the tenacity of the limpet to their old routine, and would even wish to appropriate your moneys for their own collective benefit. But your association has grown into something more than being of a benevolent nature; it is to-day the only practical exponent of pilotage laws, usages, and customs in the whole of the British Empire, complete and self-contained in its practical pilotage knowledge, in its nautical experience, and legally guided by those who have served long apprenticeships to the legionary laws relating to pilots and shipping, as well as being possessed of seafaring knowledge and experience, gained by actual service at sea in various parts of the world, and in your pilot craft amongst the sands and shoals of this immediate neighbourhood. Your association has been consulted by pilotage authorities at home and in our Colonies—by those whose authorisation as such dates anterior to the Georgian era—not only consulted, but cordially thanked and highly complimented for having given such sound advice that admits of no misconception, and which only can emanate from trained

PRACTICAL SPECIALISTS

at their calling—those who are continuously engaged by night and day, in summer and winter, on every class of vessel, from the colossal Atlantic liner to the smallest foreign schooner. When it is considered that your association consists of four-fifths of the entire pilots of the United Kingdom, practical every-day specialists at one of the most complexed callings followed by man, one entailing the

GRAVEST RESPONSIBILITIES,

in many instances greater than those of any other profession—when it is further considered that you perform those duties alone and without the help of your fellows, with all the responsibilities of your livelihood dependent upon your quick and intelligent judgment in the practice of your calling and in its correct and safe performance—it is not a matter of great surprise that you should consider yourself far better able and more competent to judge of the peculiarities of your calling than those who in many instances rule you without possessing the slightest knowledge of a seafaring

description, and who scarcely know one end of a vessel from the other. Yet in this pre-eminent

MARITIME NATION

there can be found men, sitting in judgment upon pilots, and ruling them, who follow every conceivable occupation under the sun, who do not possess the remotest knowledge of the matter they are discussing, and have no more conception of how the safe navigation of ships is achieved than the inhabitants of another planet. Every day I live, I generate a far greater disgust at men assuming a knowledge of pilotage matters who are other than experienced seamen. To be arrogantly dogmatized by such men having a small (but dangerous) amount of such knowledge, and a larger amount of assurance, is pedantry of the vilest and most heart-breaking description; and yet when the laws of their country stipulate that you shall take part in their deliberations, to assist them with your practical knowledge, they

OPENLY DEFY THAT LAW,

by invoking every legal and other aid that your funds can purchase to endeavour to prevent your being present. Were I a pilot, I might be thought deeply interested in the unimpaired retention of my calling, and prejudiced against anything or everything that might tend to affect my remuneration or increase my responsibilities—but I am not one, neither am I in the pay of any of you. I am a seaman—Independent of any shipowning influence, that I feel certain would be brought to bear against me, were I filling a situation as a shipmaster,

FOR ESPousing YOUR CAUSE.

Why do I espouse your cause? It is for the great benefits that I, and the class I have the honour to belong, have received from you. What greater benefit could any man confer on another than to preserve his life from drowning by shipwreck? This is what you were originally established for, and if you have not all saved lives by your pilotage services, you have by that service prevented hundreds of thousands of lives being lost. It might be asked why are there not others of the class I belong to taking an active part in the interests of the pilots? There are thousands of the élite of the British mercantile marine, some holding the highest positions as masters of the finest ships that ever floated, wishing the pilots and their association every good wish, and a speedy relief from the specious tyranny they are at some ports subjected to; but they cannot take any open or active part in our Association's deliberations for obvious reasons. Without entering into a disquisition on the nature of

PILOTAGE AND ITS USES,

and the position the pilots occupy as life-savers on our coasts—which not only our legislators but the general public appear to have lost sight of—it would be, however, profitable just at this time, when the subject is prominently before the country, to review the objects for which the pilots were originally established, and at the same time to consider and analyse them from an independent and common-sense standpoint. It has, during the past seven years, been my study to make myself thoroughly conversant with all the various phases of pilotage laws and regulations. I have perused copies of all the most ancient manuscripts of the charters and other documents relating to pilotage that are to be found in our National Library. I have also investigated most of the modern Acts of Parliament dealing with the subject. As

THE RESULT OF MY RESEARCHES

I have found that prior to the first decade of the present century the rule of the whole of the pilots of the United Kingdom was vested exclusively, at each of the ports, in the hands of the most expert and experienced seamen resident at the port at which the head-quarters of the pilots were situated. Even to this present day the greater majority of the pilots of England, Scotland, and part of Wales are under the control and governance of the

TRINITY CORPORATIONS

of London, Hull, Newcastle-upon-Tyne, and Leith, the members of which are all practical seamen of the highest standing in their profession. It was not until our docks and harbours began their development at the outports that the seafaring fraternity began gradually to lose the rule of the pilots—the regulation and rule of pilots were gradually acquired by the owners and constructors of the docks, who certainly could not be expected to have that interest in the original objects for which pilots were established that competent seamen had, who were thoroughly conversant with their practical use at sea, for they had experienced their benefits,

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THE PILOTS' NEW RULERS'
primary consideration was the profits and success of their dock undertakings, and as time wore on their convenience became, and at the present day is, the only reason why pilots exist at all. I say it emphatically, the Legislature have, by its acts in the interests of trade, ships, and of docks, lost sight of the interests of the safety of our seagoing and sea-travelling people, which should have received their first consideration—the safety of their lives at sea had been made subservient to mercenary commercial interests. Those to whom the efficient regulation of the pilotage service have been entrusted have had neither the qualifications nor have they displayed the slightest anxiety to make the service more efficient for the purposes it was intended—other than make it conduct more and more to their convenience, profit, and

COMMERCIAL SUCCESS.

The ancient charters, and the Acts of Parliament confirming and amending such from time to time, for the making the pilotage service of the United Kingdom more effective, had but one object in view, viz., the greater and the more effective safety and security to life at sea on shipboard. But the recent Acts of our Legislature having reference to pilotage matters all tend to facilitate and secure the greater success of deck enterprise, and the convenience of vessels using them.

SAFETY TO LIFE AT SEA,

as can only be secured by competent and effective cruising systems of pilotage, have been studiously ignored in every Act of Parliament passed during the past twenty years by successive Governments. The political influences of trade, shipping and docks, by the number of legislators belonging to its ranks in the House, have secured everything they desired in the shape of favourable class legislation to the exclusion of the safety of our seafaring classes. Many here saw the Pilotage Bill of 18-9 pass through the fiery ordeal of examination by the Grand Committee on Trade—it was a painful sight to behold, one which would shake the patriotism of any man—every interest sought to be interfered with had its legal and political representative there, watching every chance of throwing obstacles in the way of any of their

CLASS INTERESTS

being interfered with. It reminded me of the Gold Exchange of New York when gold was 210—each shouting to secure the greatest benefit for himself. Since that time I have lost faith in the rectitude and honesty of purpose of our commercial representatives in Parliament—they do not represent the people, but themselves, and the class they belong to; the only consolation one feels is, there is another place, and another class of legislators who do not bow down so low to the golden idol of Trade. I challenge any to prove that the

SERVICES OF THE PILOTS,

and their charges for rendering them, have in the remotest degree acted as a drag upon the commercial prosperity of the nation. On the contrary, it has acted as an incentive to trade, and has been the faithful guide to commerce since time out of mind. The pilots have contributed more to the commercial welfare of their country than many, engaged in the hurly-burly of envious competition, give them credit for. Their uninterrupted cruising upon their stations has removed the dread and apprehensions of danger from the hearts of those of not only our own nation, but of every foreign nation when entering our channel's, studded as they are with dangers, which neither time nor the whole engineering skill of the universe can effectually a ter or remove. If we examine the

LEGAL DEFINITIONS OF PILOTAGE

as given by all our most eminent jurists from time to time, they appear all of the same tenor—they distinctly state that pilots were originated, continued, and fostered for the safety of two distinct objects, viz., life and treasure at sea. The vital safety of the men being inseparably connected with the safety of the ship makes one co-equal to the other, for the imprisonment of the one renders the tenure of the safety of the other insecure. Prior to the exotic growth of marine insurance they both ran concurrently—what contributed to the safety of one did to the other; but insurance has been very extensively adopted as a panacea for the safety of property of every kind. The ship, her outfit, freight, and cargo can be insured for every penny of its value; consequently, the troubled minds of the commercial venturers and those who own ships are set at rest, let the wind blow ever so hard, and however great the perils they might encounter; in whatever part of the ocean world their argosies might be, no deprivation, loss, or damage to their property can ensue to them—they

can sleep calmly, for they have covered every conceivable risk by insurance.

WHO CARES

for the safety of life at sea? Certainly not the greater portion of those who own ships or docks. That is now a dead letter, for it has lost its champions in the persons of those who in past days regulated and controlled the pilotage service and made it more efficient for the safety of their fellow seamen and for the purposes it was originally intended for. How much longer such a state of affairs will be tolerated by our seafarers is not exactly the business of the pilots to inquire, for they have enough to do to make a livelihood for themselves; but I, as a seaman, deeply

DEPLORE THE APATHY

with which these matters are viewed by the seafaring classes generally. Sooner or later, probably sooner than we expect, there will be a rude awakening of those who are in authority, and who have neglected their duties in this matter of ensuring the safety of life at sea, by insisting upon efficient cruising pilotage systems being continued in all their original integrity and efficiency. A great deal has been said about the excellence of the charts of the present day, the perfection of the lights, buoys, and beacons around our coasts, and the greater intelligence of our seamen. Yes! I admit all this, and say there is still a large

FIELD FOR IMPROVEMENTS

in each of these particulars; for where the safety of life is concerned, nothing can be too perfect, too costly, or too excellent. We want the same of intelligence dispayed, not only in our shipmasters, but in our officers and men, for such intelligence tends to the safety of the ship, and the lives on board her. But I cannot help stating that the perfection of our charts did not prevent one of Her Majesty's ships from coming to grief in a channel exclusively used by such vessels—the local knowledge such as could be obtained from one of the local fishermen would have prevented that disaster—which the charts did not. Of what use is a perfected chart to a shipmaster who has had NO SLEEP FOR 48 HOURS

NO SLEEP FOR 48 HOURS

or more? A perfected pilot would be of far more use to him, even if he had to pay him half his freight, on some of the nights that we have experienced during the past winter. The perfection of our illuminants around our coasts are excellent aids to safe navigation, yet there are times when they are obscured—it is then that the local knowledge the pilots possess of the depths of water, the nature of the bottom, the rate and peculiarities of the tides becomes invaluable, and these things certainly shall be much better known by the practical experience of local pilots than by those unacquainted with the locality, however much intelligence they might display, and however excellent their charts. There is no shipmaster, however highly gifted with the most consummate knowledge of his profession, however intelligent he might be, can ever expect

TO VIE WITH A PILOT

in handling his ship in a pilotage district consisting of narrow waters and river navigation, for one is casually there, the other there upon his own pilotage district, from early boyhood until ripe old age. It is local knowledge that is absolutely required for safe navigation—the want of local knowledge was fully exemplified very recently at Gibraltar, when 700 souls were launched into eternity. I confidentially state that similar disasters could and would happen every week at the entrances of many of our ports were it not for the local knowledge obtained by the shipmaster in the employment of a pilot's services. In my opinion—and that opinion is shared by the greater number of the most prominent shipmasters of the present day—there should be a central recognised head authority in pilotage matters, ruling and governing the whole of the pilots of the United Kingdom in the especial interests of the objects for which pilotage was originally established. There cannot be a more suitable and competent body of men in the whole world than the Trinity House Corporation of London. They possess the ability and the requisite knowledge (being

THE ELITE OF THE BRITISH MERCANTILE MARINE

service) for rendering the pilotage services of the country more efficient and contented; they not only know the requirements of ships as far as pilotage is concerned far better than those who own ships or docks for profit, but they know and are far better able to judge of the requirements and the capabilities of pilots and the service they belong to than any other men, come from whence

they may, for they are seamen, and I maintain pilotage and pilots should be regulated and governed by no other class of men. The newly constituted Board at Bristol (they call it a Pilotage Board) is a glaring exposition of how the Board of Trade view the matter of expediency as regards the representation of shipowners upon such Boards. First there are elected nine men as representing the Corporation, two of which number are representing over two-thirds of the total tonnage registered at that port, as Bristol shipowners and trading there—four others are either shareholders or directors of Shipping Companies, then comes the "expediency" shipowners, numbering three, and three pilots. It must be understood, the whole, with the exception of the pilots, are dock owners. Yet these are only Pilotage Sub-Commissioners, the Pilotage Board proper is the Mayor, aldermen, and common councilmen of the city, numbering some sixty-four men, none of whom have the remotest idea of a practical seafaring life. The representation of pilots on such a sub-committee is a

FRAUDULENT DELUSION

and a legalised sham, existing only in name. I ask, can the interests of seamen, or of pilots, and the purposes for which they were established, have fair play on such a one-sided Board? The city that once boasted of possessing, in the person of one of its seamen, as one of its pilots' rulers Sebastian Cabot (upon whom his sovereign conferred the title of "Grand Pilot of England") his position has been usurped by the persons who are literally as square plugs filling round holes, and who have only their local civic interests to serve by the position they occupy. I have not the slightest desire to attack individuals, but no power shall ever prevent me from holding up to the public view

SUCH INIQUITOUS WRONGS

which might have been tolerated by the few who possessed neither voice nor influence in the days of the past, but which will not hold water but for a short space of time in these days of combinations and a free press. That class of British seamen—the pilots of the nation—whose cause I champion, are as highly esteemed now as a century ago by every grade of their fellow-seamen—their services are equally as much appreciated, equally as requisite, equally as life-saving as when first formed; whose efficient cruising services shall not be dispensed with on the shallow and unrighteous plea of their cost, for our seamen's lives are as precious now as they ever were. It behoves every true lover of his country and his countrymen to see that their seafarers' safety, whilst performing their perilous duties at sea, are not lost sight of in the political and municipal struggles for supremacy and position. (Loud applause.)

The Select Committee of the House of Commons, presided over by Sir Stafford Northcote, resumed, on Monday, their consideration of the pilotage provisional order applied for by the Corporation of the city of Bristol.

Mr. E. B. Hill, member of a local firm of shipowners, builders and repairers, said he thought it was necessary that compulsory pilotage for Bristol should be done away with when it had been discontinued in the case of other ports. Most of the masters in the employ of his firm had certificates for the whole of the Channel, both above and below the Holms. Certain shipowners did not go to Bristol, owing to the cost of pilotage, and if the present system was continued there should be an increase in the number of pilots. The witness thought that some compensation should be given to pilots if they could show that they were injuriously affected by the Bill.

Mr. James Instep, member of the Local Marine Board, said he did not understand compensation, which he approved of in principle, to refer to the granting of a superannuation allowance to pilots over 60 years of age. He thought that the rates charged for bringing large vessels to port were inadequate, considering the responsibility, and that the table of charges should be increased. He also thought that if the scale of rates proposed became law, the pilots would suffer considerable permanent loss.

Mr. Pembroke Stephens then pointed out that the issue before the Committee was as to whether a certain series of rates should be substituted for rates now in existence, and the restriction of the compulsory pilotage limits to the limits of the port.

Mr. Balfour Browne held that the main issue was that the proposals made by the Corporation of Bristol were unfair to the pilots. They said distinctly that until the rates were raised considerably the limits of compulsory pilotage ought not to be cut down.

Mr. Llewellyn, one of the representatives of Somersetshire in Parliament, said that the pilots

did not want money compensation so that they would have to sit still and do nothing. He believed that a solution of the difficulty would be found by reducing the compulsory sea area, and increasing the rates in the reduced limit. Nash Point should be substituted for the Holms, and the haven master's scale of rates adopted. They only wanted a sufficient area in which to gain a living.

Mr. James Govier, certificated master, considered the Holms a very unsuitable place for taking up a pilot. In his opinion it was not desirable that compulsory pilotage over the old limits should be abolished; but if in the opinion of the Committee the area should be restricted, he considered that the line should not be drawn above Nash Point. After hearing further evidence, the inquiry was adjourned.

HOMeward BOUND.

The following have been reported homeward bound since our last issue:—

Armenia s left Suez June 15, for Liverpool
Adelaide Mary left Valparaiso April 15, for Liverpool

Anselm s left Para June 18, for Liverpool
Aurania s left New York June 20, for Liverpool
Arabis s left Suez June 15, for London
Africa s left Naples June 13, for London
Allony left Port Townsend Mar. 27, for Queenstown
Amanda left Port Blakeley June 1, for Queenstown
Arbela left Pensacola May 14, for Falmouth
Amazon cld at Roario April 24, for Falmouth
Alfredo left Santa Fé April 25, for Falmouth
Antonieta Q left Buenos Ayres May 3, for Falmouth

Alexander left Rosario May 13, for Falmouth
Annie E B left Buenos Ayres May 10, for Falmouth
Arizona cld at Darien May 30, for Dundee
Alcid s left Montreal June 17, for Glasgow
Asia left Quebec June 14, for Greenock
Annie Marshall left Cuba May 16, for Channel
Acacia left Raine Island June 1, for U K
Atalanta left Savannah June 17, for U K
Aljuca left New York June 18, for U K
Avona s left Suez June 12, for Hull
Bacra left St Helena June —, for London
Breconshire s left Suez June 17, for London
Bokbara s left Suez June 16, for London
Boston City s left Newport June 13, for L'd'n
Bashmills s left Montreal June 16, for London
British Sceptre left Astoria May 31, for Queenstown
Bolivia left Geelong May 4, for Channel
Barbara Preve left Philadelphia June 16, for U K
Braumwell left Boston June 20, for U K
Balder cld at Parrsboro, NS, June 17, for Ayr
Brodene cld at Bathurst, NB, June 5, for Bowring
Chaucer s left Norfolk June 16, for Liverpool
Carlo R left Aden June 18, for Liverpool
Cameroon s left Accra June 16, for Liverpool
City of Berlin s left New York June 17, for Liverpool
City of Venice s left Malta June 18, for London
Carmarthenshire s left Aden June 16, for London
Clan Sinclair s left Suez June 16, for London
Clan Ranald s left Malta June 18, for London
City of Bombay s left Malta June 17, for London
Clan Graham s left Malta June 18, for London
Clan Mackenzie s left Colombo June 12, for London
Carib s left Jamaica June 13, for London
Clan Gordon s left Madras June 19, for London
City of London s left Calcutta June 19, for London
Circassia s left New York June 15, for Clyde
Clintonia s left New York June 17, for U K
Cheruskia s left New Orleans June 17, for U K
Chilian s left Las Palmas June 13, for Barrow
County of Forfar cld at Chatham, NB, June 6, for Belfast

Apella cld at Bay Verte June 9, for Belfast
Chicago s left New York June 15, for Hull
Canova left Quebec June 1, for Plymouth
Duke of Argyle s left Aden June 15, for London
Dunbar Castle s left Cape Town June 19, for England
Don Quixote left Savannah June 19, for U K
Daventry s left Suez June 20, for Hull
Daphne cld at Chatham, NB, June 4, for Larne
Duban left Cape Town June 15, for Southampton
Datish Prince s left St Lucia June 18, for Swansea
Explorer s left New Orleans June 16, for Liverpool
Eremo left Charlottetown May 29, for Liverpool
Elisbeth cld at Apalachicola June 4, for Liverpool
Editor s left Pernambuco June 20, for Liverpool
Electrician s left Calcutta June 19, for London
Elbruz s left Philadelphia June 16, for U K
Evelyn s left Malta June 18, for Hull
Falls of Inversnaid s left Montreal June 21, for Sharpness

Fulda s left New York June 17, for Southampton
Gulf of Mexico left Perim June 16, for London
Grantully Castle s left Madeira June 18, for London
Goorha s left Colombo June 17, for London

Ganges s left Aden June 20, for London
Grecian s left Montreal June 17, for London
Glenesk left Talcahuano June 11, for U K
Gatineau cld at Newcastle, NB, June 4, for Belfast
Gothenburg City s left Montreal June 18, for West Hartlepool

Holland s left New York June 2, for Liverpool
Herschel s left Rio Janeiro June 15, for Liverpool
Henrietta H s left Coonada June 16, for Liverpool
Holkar left Philadelphia June 13, for London
Hallanshire s left Bermuda June 18, for London
Hovding cld at Quebec June 9, for London
Hannah Landes left Tchao May 20, for Clyde
Harmonie left Newcastle, NB, June 9, for Belfast
Hope, Evans, cld at Darien June 4, for Portmadoc
Indiana s left Philadelphia June 18, for Liverpool
Ioyoni s left Natal June 6, for London
Italy s left New York June 17, for London
Indian Chief, Evans, left Frey Bentos May 21, for Channel

Inflexible s left Norfolk June 17, for U K
Ida cld at St. Thomas June 16, for Dublin
Iago s left Suez June 16, for Hull
Jerusalem, cld at St John, NB, June 9, for Swansea
Kinlock s left Suez June 20, for London
Lualaba s left Grand Canary June 18, for Liverpool
Lord Londonderry s left New York June 15, for U K
Langen left Savannah June 15, for U K
Louise cld at Quebec June 3, for Conway
Leibnitz s left Madeira June 16, for Southampton
La Plata s left Santos June 20, for Southampton
Llandaff City s left New York June 19, for Swansea
Methley Hall s left Malta June 14, for Liverpool
Majestic s left New York June 17, for Liverpool
Mongolian s left Quebec June 18, for Liverpool
Maori s left Teneriffe June 13, for London
Moynie s left Perim June 17, for London
Maldia s left Suez June 13, for London
Marcelino Jane left New Orleans June 15, for London

Maratua s left Lyttleton June 16, for London
Macmillan left Seatt'e June 15, for Queenstown
Minnesota s left Baltimore June 15, for U K
Maia s left Mobile June 18, for U K
Maine s left Baltimore June 20, for U K
Medusa left Brunswick May 6, for Newcastle
Mirjana left Halifax June 3, for Penarth
Moselle s left Lisbon June 19, for Southampton
Nevada s left New York June 20, for Liverpool
Ningchow s left Singapore June 17, for London
Nessmore s left Baltimore June 19, for London
Nipotini left Rosario March 31, for Falmouth
Norwezian s left Montreal June 16, for Clyde
Niclette cld at Quebec June 9, for Greenock
Neophyte cld at Darien June 9, for W. Hartlepool
Orion s left Suez June 14, for London
Oruba s left Naples June 19, for London
Orestess s left Suez June 15, for London
Onfus s left Foochow June 13, for London
Orange s left Singapore June 20, for London
Oswestry s left Suez June 19, for Hull
Pegu s left Naples June 15, for Liverpool
Pavonia s left Boston June 20, for Liverpool
Port Fairy s left Suez June 14, for London
Port Victor s left Suez June 16, for London
Pongola s left Las Palmas June 15, for London
Palamed s left Perim June 16, for London
Port Phillip s left Malta June 18, for London
Pallas s left Colombo June 17, for London
Pass of Brander left New Caledonia June 6, for Clyde.

Pomeranian s left New York June 19, for Clyde
Petriana s left Philadelphia June 8, for U K
Polcevera s left New York June 19, for U K
Rydal Hall s left Suez June 19, for Liverpool
Rosse s left New York June 11, for Liverpool
Return left Rio Grande May 14, for Liverpool
Rufford Hall s left Kurrahee June 21, for Liverpool
Ruapehu s left Teneriffe June 20, for London
Rubens s left Suez June 19, for London
Robilla s left Marseilles, June 18, for London
Recovery left New York June 11, for U K
Rimfaxe left Savannah June 15, for U K
Rock City, Stangeby, cld at Chatham, NB, June 9, for Belfast
Ruby cld at Newcastle, NB, June 1, for Dundrum
Rosina, cld at New York May 23, for Exmouth
R F Matthews s left Montreal June 13, for Grimsby
Siddons s left Madeira June 13, for Liverpool
Sobralense s left Havre June 20, for Liverpool
Samaria s left Boston June 13, for Liverpool
Serapis s left Coonada June 15, for Liverpool
Sobraon s left Suez June 14, for London
Stockholm City s left New York June 15, for L'nd'n
Shaftesbury s left Las Palmas June 16, for London
Skogsfeld left Savannah June 19, for U K
Sarpsborg cld at Quebec June 3, for Ayr
Sarah Alice cld at Quebec June 8, for Drogheda
Somerset, Sovensen, cld at Dalhousie June 4, for Fleetwood
Scots Bay, Steele, cld at Parrsboro, NS, June 6, for Fleetwood

Sama left Halifax May 31, for Penarth
Saro Caino left Halifax June 5, for Swansea
Teneriffe s left Sierra Leone June 17, for Liverpool
Teutonic s left New York June 17, for Liverpool
Traveller s left Port Said June 18, for London
Tara s left Townsville June 17, for London
Tonos left Rio Grande May 6, for Falmouth
Teviotdale left Monte Video June 9, for Glasgow
Telefon left Buenos Ayres May 11, for Channel
Thetis left Iquique May 2, for Channel
The Macbain left Paysandu June 18, for Channel
Tongoy left Brunswick June 17, for U K
Try cld at Dalhousie June 4, for Belfast
Trave s left New York June 16, for Southampton
Taunton left Port Nolloth April 24, for Swansea
Undine left Buenos Ayres May 10, for Falmouth
Urbino s left Baltimore June 15, for Hull
Virginian s left Boston June 17, for Liverpool
Vega, cld at Demerara June 2, for Liverpool
Vancouver s passed Father Point June 18, for Liverpool
Victory s left Colombo June 12, for London
Vanduatu, cld at Rangoon May 14, for Channel
Viva left New York June 3, for U K
Victoria, cld at Wilmington June 5, for Fleetwood
Worsley Hall s left Rangoon June 19, for Liverpool
Wilcannia s left Malta June 17, for London
Wega, Meyer, left St Helena May 10, for Channel
Warwickshire left Lyttelton June 17, for Channel
Weimar s left Baltimore June 12, for U K
Westernland s left New York June 18, for U K
William Bateman left Brunswick June 18, for U K
Wallachia s left St. John, NB, June 17, for Dublin
Wandsworth s left Sydney, CB, June 19, for Hull
Yoruba s left Sierra Leone June 15, for Liverpool
Oxford s left Norfolk June 16, for Liverpool

THE engines on the *Umbria* weigh 2,080 tons, develop a horse power of 15,000, and drive the great steamship through the water at the rate of 24 miles an hour. This vessel requires 120 men in the engineering department.

WAGES IN THE SHIPBUILDING TRADE.—The report of Mr. Knight, the secretary of the United Society of Boilermakers and Iron Shipbuilders, for the past month, states, in dealing with the question of wages, that "the North-East Coast of England and the Clyde are the two great centres of shipbuilding, and in all wages movements these two districts have regulated the others, and in both districts there are strong associations of employers who know the value, as we know it, of employers' and workmen's associations working together. We have thus the machinery that could effectually carry on any mutual arrangement that might be made between us. We think some such proposition as the following might be adopted: 'Let us agree upon a maximum and minimum rate of wages, and let us for argument sake say that between the highest and lowest rates there shall be a difference of 10 per cent., the wages not to go above this nor below it, and between these two points the wages shall move 5 per cent. at a time, and not less than six or nine months shall elapse between a reduction or an advance. This agreement to be binding for five years, but, at the end of four years, either party shall give the other 12 months' notice if they desire any change.' This is in a crude form our idea of an arrangement that would be beneficial to our employers and us."

ROBBING A SAILOR.—An artful man is Frank Labin, a negro sailor. He was indicted at Clerkenwell, June 24, for stealing an order for the payment of £20 and a seaman's discharge from Jacob Marbrook; for obtaining a suit of clothes by false pretences from Samuel Lewis; and for attempting to obtain by false pretences the sum of £20. The prosecutor is a native of Zanzibar, and was sworn on a Chancery copy of the Koran. He arrived last month at Liverpool from Ceylon, and as he was walking about he met the prisoner. Labin said he had no money, so prosecutor took him into the Sailors' Home and paid for his lodging and food. He gave £20 to the cashier, and received in return a letter of credit for the amount to be paid in London. Next day the two came to London, and en route the prisoner took the letter and the discharge from the prosecutor's pocket, with the remark that there were thieves about and he would take care of it. When they got to London prisoner disappeared, and prosecutor informed the police. Meanwhile prisoner went to Mr. Lewis's shop and bought a suit of clothes on the strength of the letter of credit. Next he went to the Sailors' Home in Wells-street, and presented the credit note, but instead of cash he got a constable's hand on his coat collar. He offered the officer £1 to get him off. The witness in the case comprised a Buddhist, a Mahomedan, a Jew, a Protestant, and a Catholic. Prisoner was found guilty, sentence being postponed in order to prove previous convictions.

**SEAFARING MEN
SHOULD JOIN WITHOUT DELAY,
AT
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THE
SAILORS' AND FIREMEN'S UNION
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PRESIDENT:
SAMUEL PLIMSOLL, Esq.**

Among the chief objects of this powerful Union are:-

To obtain reasonable Hours of Duty, and maintain a fair rate of wages;
To provide for the safety of Ship's Work;
To provide a good Class of Men, who shall be on board at the appointed time, and in a sober condition, ready for work;
To provide assistance in case of Illness, Accident, and Shipwreck; and
To provide Legal Assistance for all Claims and defences.

Full particulars may be had of any of the Secretaries, whose names and addresses are:-

AARHUS.—A. Nielsen, Agent, Office, 21, Nørregade.

ABERDEEN.—Jas. C. Thompson, 49, Marischal-street, secretary; J. S. Watt, Esq., advocate, 7, King street, law agent. Meeting, in the Offices, 49, Marischal-street—contributions, 7 p.m.; business, 8 p.m., every Monday evening.

AMBLE.—G. H. Guthrie, 1, New Bridge-street, via Acklington.

AMSTERDAM.—H. Wienhuizen, Waterloo Plain, secretary.

ANTWERP.—

ABROATH.—J. Wood, 17, Ferry-street, Montrose.

ARDROSSAN.—J. McMurray, Jun., 59, Glasgow-street.

ARKLOW.—P. Bolger, Main-street.

BARROW-IN-FURNESS.—E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.

BARRY DOCK.—J. Harrison, Kingsland-crescent, Barry Dock, secretary; J. H. Jones, Esq., St. Mary-st., Cardiff, solicitor; Dr. Gore, medical officer, Barry-rd., near Mitchell Hotel, Cadoxton; H. J. Morris, 7, Station-road, Barry Dock, delegate. Meeting, Thursday evening, 7.30, at the Barry Hotel, near Barry Railway Station.

BELFAST.—P. Clibbett, 41, Queen-square.

BIRKENHEAD.—D. J. Kenny, 12, Taylor-st., sec.; J. Kerr outside delegate; W. A. Tetlow, Esq., solicitor. Meeting, every Wednesday at 7.30.

BLYTH.—James Heatley, 9, Market-street. Meeting, Tuesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Blyth.

BO'NESS.—John O. Neil, Albert-buildings. Office hours, 9 a.m. to 5 p.m.

BOSTON.—Mr. Symonds, Castle Tavern Church-street, agent; W. Bennett, 14, South-street, King's Lynn, secretary.

BREMERHAVEN.—F. Fintchens, Buergermeister, Sinit Strasse, secretary.

BRISTOL.—T. J. Dancey, 41, Prince-street, Queen's-square, sec.; Dr. Walker, 115, New Cut, medical officer; Captain Langdon, 69, Queen-square, treasurer; C. Jarman, delegate. Meetings every Monday, 7.30, at The Ship, Redcliff Hill.

BURNTISLAND.—Jas. Moody, 12, Somerville-st., sec.; Alexander Mackintosh, Esq., 41, High-st., law agent. Meeting, Monday at 7 p.m.

CARDIFF.—John Gardner, Sailors' Union Institute, West Bute-street, secretary Dr. De Vere Hunt, Westbourne-crescent, medical officer; J. H. Jones, Esq., St. Mary-st., solicitor. Dr. Hunt attends at above Institute daily at noon.

COPENHAGEN.—Office, 11, Harnegade. Meeting, Wednesday, 7 p.m.

CORK.—T. Clark, 6, Patrick-street.

CHRISTIANIA (Norway).—Branch office, 2, Raahusgaden; G. S. Nielsen, secretary. Meeting, Wednesday evening at 8 p.m.

DOVER.—Albert Martin, 13, Commercial Quay, Charlton, sec. Meeting, 13, Commercial Quay.

DROGHEDA.—Thos. McKeitt, Quay-st., Dundalk, sec. Agent in Drogheda.

DUBLIN.—M. Bolger, 50, Seville-place, sec. Meeting, Friday, 7.30 p.m. Gerald Byrne, Esq., 29, Lower Ormond Quay, solicitor.

DUMBARTON.—J. McNee, Kirk-street, agent.

DUNDALK.—Thos. McKeitt, Quay-street, secretary.

Meeting, Tuesday and Thursday.

DUNDEE.—O. W. Millar, Mariners' Hall, 48, Candle-lane, sec.; Messrs. Cowan & Durbar, 3, Reform-st., Dundee, solicitors. Meeting, Monday, 7.30.

DUNBARVAN.—P. Power, 5, St. Mary-street.

FLEETWOOD.—J. Davidson, S. & F. Union, corner of Dock and Albert-streets, sec.; F. Addie, Esq., solicitor. Meeting, Wednesday, 7 p.m.

GLASGOW.—J. D. Boyd, 13, James Watt-street, secretary; R. A. Rennie, Esq., 146, West Regent-street, law agent. Meeting, Thursday, 7.30, at 102, Maxwell-street. Telephone 3184.

GOOLE.—W. R. Chappell, 24, Booth Ferry-nd., Goole, sec.; R. W. E. Whitehead, Esq., Bowalley-lane, Hull, solicitor. Meetings, Tues. and Fri., 7.30

GOTHENBURG.—A. Bruce, secretary, No. 31, Stigbergsgatan. Office hours, 9 to 1 and 2 to 6. Meeting every Wednesday evening at 8, in Bergsgatan 24.

GRANGEMOUTH.—Edwin Cowie, 6, South Charlotte-st., sec. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-st., solicitor. Meeting, Monday, 7 p.m.

GRAVESEND.—John Degrin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.

GRAYS.—Wm. Wall, 18, Charles-street. Meeting every Tuesday 7 p.m., at the Queen's Hotel, High-street. Mr. James Longman, president.

GREAT GRIMSBY.—Wm. Young, Unity House, 1, Kent-st., secretary; Geo. Ide, outside delegate; R. W. E. Whitehead, Esq., Bowalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.

GREAT YARMOUTH.—Charles Swanbrow, 69, South Quay. Meeting at office every Monday evening, at 7.30.

GREENOCK.—G. McNaught, 16, East India Breast.

HAMBURG.—H. Gehr, Hafenstrasse 79, secretary; C. Stoemer, outside delegate.

HARWICH.—J. Ayton, secretary, Ship Inn, King's Quay-st. Meeting, Friday, 7 p.m.

HULL.—T. Carr, Unity Hall, and Office, 11, Posterngate, sec. pro tem.; J. Hussey and A. Clark, outside delegates; R. W. E. Whitehead, Esq., Bowalley-lane, solicitor; Rev. W. R. Welch, hon. chaplain. Meeting nights, Tuesday and Friday, at 7.30, in Unity Hall. New Office opened in Hotham-st., near the Bridge, Alexander Dock, Hedon-nd. Office hours, 12 to 4. Fishermen's Section, 65, West Dock-avenue; J. G. Runnacles, secretary. Meeting, Monday, 2.30 p.m.

KING'S LYNN.—Wm. Bennett, Seamen's Union Offices, St. Ann-street, secretary. Meeting Monday evening, 8 p.m., at Royal Standard, County Court-road.

LEITH.—James Brown, Seamen's Union Office, 15, Commercial-street (opposite Shipping Office), secretary; W. J. Haig Scott, Esq., S.S.C., Constitution-street, Leith, solicitor; Gilbert Archer, Esq., J.P., treasurer. Meetings held every Thursday, at 7.30 p.m., in the Labour Hall, 77, Shore, Leith. Telephone No. 555.

LIMERICK.—F. Reynolds, agent, 24, Windmill-st.

LIVERPOOL (Branch No. 1).—H. R. Taunton, 8, Price-street secretary; George Garrett and W. H. Noble, outside delegates; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor. Meeting, Monday evening, 7.30, at 8, Price-street.

LIVERPOOL (Branch No. 2).—T. Connerty, 133, Derby-nd., Bootle, sec.; W. A. Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor.

LIVERPOOL (Branch No. 4).—P. Marmion, secretary, 12, Boundary-street, North End, close to Shipping Office. Meeting, Wednesday, 7.30.

LIVERPOOL (Tug and Ferryboat Branch).—Meeting at 8, P rice-street, Wednesday evening, 6.30. Delegate, J. Roscoe.

LONDON (Rotherhithe and Deptford Branch).—C. Wykes, 2, Chichester Villas; Lower-road, Deptford, secretary. Meeting, Monday, 7.30 p.m., at Chichester Tavern. R. Mathews, outside delegate, T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.

LONDON (Tower Hill).—J. Wildgoose, secretary, 17, King-st. (over Lockhart's Cocoa Rooms). Meeting, Thursday evening, in the office, at 8. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor. Telephone, 11,167.

LONDON (Green's Home Branch).—A. Mercer, 5, Jeremiah-street, East India-road, sec. secretary; Dr. Hope, medical officer; T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.

Meeting, Thursday evening, 8 p.m., at Wade's Arms, Poplar. Telephone No. 5213.

LONDON (Tug-Boat Branch).—G. Donaldson, 10, Cold Harbour, Blackwall, secretary. Office hours, 9 a.m. till 4 p.m., and 7 p.m. till 9 p.m.

LOWESTOFT.—J. Linder, assistant sec., 4, St. George's terrace, Lorne Park-road, South Lowestoft.

LONDONDERRY.—A. O'Hea, 27, William-street,

MALMO.—Axel Danielson, Nörregation No. 3b.

MARYPORT.—F. F. Gant, 75, King-street, secretary. Meeting Monday, 7 p.m.

METHIL.—Wm. Walker, Commercial-street.

MIDDLESBROUGH.—George Cathey, Robinson's Market Hotel, Market-place, secretary; Dr. Ellerton, 38, Gosford-street, medical officer; J. J. Bentham, Esq., 68, John-st., Sunderland, solicitor; William Jackson, outside delegate, Meeting, Monday, 7 p.m., at Market Hotel; committee, Thursday, at 7 p.m. Telephone No. 5127.

MONTROSE.—John Wood, 17, Ferry-street. Meeting, Monday evening, 7.30, at office.

NEWCASTLE-ON-Tyne.—T. Dean, 5, Broad Chare, Quay-side; H. W. Newton, Esq., 2, Ellison-place, medical officer; R. Jacks, Esq., King-street, South Shields, solicitor; Meetings, Mondays and Fridays, at Lockhart's Cocoa Rooms, Side, 7 p.m.

NEXTWORTH (Mon.).—F. Gilman, 31, Ruperra-street secretary; Dr. Pratt, Ruperra-street, medical officer; Digby Powell, Esq., Dock-street, solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday evening, 7.30, at Tradesmen's Hall, Hill-street.

NEWRY.—D. Lennon, agent, Dublin-road. T. McKevitt, Quay-street, Dundalk, secretary. Meeting, Wednesday, 2 p.m.

PETERHEAD.—A. J. Guthrie, 66, Queen-street, sec. Office hours, 8 a.m. to 8 p.m. Wednesdays 8 a.m. to 2 p.m. Saturdays urgent business only. Meeting, 51, Broad-st., first Tuesday in month at 8.

PENARTH.—J. Harrison, Kingsland-crescent, Barry Dock, secretary; J. Beattie, 26, Clive-crescent, Cogan, Penarth, delegate; J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor; Dr. De Vere Hunt, medical officer, attends daily at the Union Offices, Cardiff, at noon, for Penarth members. Meeting, Thursday, 7.30 p.m., at Barry Hotel, Barry, opposite Barry Railway Station.

PLYMOUTH.—D. J. Evans, N. S. & F. U. Office, Forester's Hall, Nottet-st., sec. F. Cecil Lane, Esq., 1, George-st., Plymouth, solicitor. Meetings, Tuesday evening, 7 p.m., at the office.

PORT GLASGOW.—G. McNaught, 16, East India Breast, Greenock.

ROTTERDAM (Holland).—J. R. de Vries, secretary, Office, Wester Kade, No. 2, near Sailors' Home and Shipping Office.

RUNCORN.—Kettle.

SCANDINAVIAN DEPARTMENT.—Victor Backe, sec. Office, 10, Classensgade, Copenhagen.

SEAHAM HARBOUR.—Richard Raine, Duke of Wellington Hotel, Railway-street, South.

SHIELDS (South).—D. Clement, Seamen's National Union Hall, Coronation-st., sec.; M. Logan, assistant sec.; Dr. Robson, medical officer, 1, Regent-st., solicitor; R. Jacks, Esq., 72, King-st. Meeting, Monday at 7 p.m.; committee Friday, at 7 p.m. Sub-Branch—J. Longin, river secretary Redhead's-buildings, Corstorphine Town, near Tyne Docks entrance. Office hours, 9 till 4.

SHIELDS (North).—Wm. Brown, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks, Esq., solicitor. Meeting, Monday, 6.30 p.m.

SOUTHAMPTON.—T. Chiver, Old Skating Rink, Bell-st., secretary; Lieut. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 8 p.m.

STOCKTON-ON-Tees.—E. Page, sec.; John Hodgson, Palatine Hotel, treasurer. Meeting, Monday evening, at 7 p.m., in the Palatine Hotel.

STORNOWAY.—J. Macaskill, secretary, 11, Point-street. Meeting first Tuesday in the month, in the office, at 8 p.m.

SUNDERLAND.—W. Lonsdale, sec., Prospect-row, near Shipping Office. J. Henderson, outside delegate. Meeting, Monday, 7 p.m. Dr. Wood, 32, Frederick-street, and Dr. Burns, Holy-terrace, medical officers; J. J. Bentham, Esq., 68, John-street, solicitor. Telephone, 443.

SWANSEA.—R. Thomas, Colosseum Hotel, Wind-st.

WALLSEND.—Septimus Johnson, 17, Third-street, Palmer's Buildings.

WATERFORD.—J. Sullivan, 82, Quay.

WEST HARTLEPOOL.—J. Leahy, Russell's Buildings. Meeting, Friday, at 7 p.m., at office.

WEXFORD.—P. O. Dwyer, Main-street.

WICKLOW.—Thomas Gregory, Main-street.

WHITBY.—Paul Stamp, agent, Fleece Inn.

WHITSTABLE.—J. Donovan, Harbour-street, secretary; J. Tooley, Faversham, agent.

WHITEHAVEN. } F. F. Gant, Maryport.

WORKINGTON. }

YOUGHAL.—J. Collins, Brazen-street.

WARNING TO SEAMEN.

BROTHER SEAMEN.—Now is the day of your salvation. You have a body to be cared for, and your wives and children have to be kept alive. We came into the world, not of our own accord, but in the same way as our employers, and we have the right to demand that we ought to have the chance of living in decency, which we have not had the opportunity of till lately. When we took every British Seaman by the hand and pulled together since the Union was launched and fully manned, the wages have risen £1 10s. per month on an average, and our employers have been compelled to pay that amount to the seamen, which has made brighter homes and happier wives and children.

Brother Seamen, there are scores of good ship-owners belonging to that great shipping club (the Federation), and they are powerless to help us, owing to the system by which shipping is managed at present; but this they have done: they have sent a trusted messenger to the North to warn the seamen of their approaching danger, and I was the man that met that good messenger. It was to tell us that the Union is to be stormed in the winter, and the plea of the club is that there are hundreds of men that were forced into the Union, and these men won't pay as long as they receive the Union wages, and we won't interfere with the wages till the winter, and by that time these men will be so far in arrears that the Union won't look at them; if they do, they will have to get the same support as the good members, and the funds won't last but a short time, then it will be the owners' fault if ever a National Union of Seamen starts again. "Now, Sir," continued this messenger, "I have delivered my message to you, and I look for some good from it now. Get your members, if possible, to join their ships at the proper time, and when there are any grievances, tell them to send for your delegates and settle the disputes at once, and don't stop the ships. I wish you God-speed, and trust that between the owners and the Union there will spring up a board of conciliation to settle all disputes. Good morning, and God bless your cause."

Now, brother seamen, think of your position, and think of the privations of your wives and children, and the hunger and hardships that you have endured in the past, and look at yourselves to-day. They have sworn that you shall go down to the old position—that is, a reduction of £1 10s. per month. Now, my advice to these men that were forced into the Union is to clear up their cards and be like honest men—pay for that which is good to receive; but I am in a position to tell the owners that these men are not so numerous as they would like.

Now, brother seamen, remember the motto, "Pull Together," and remember the song that strikes the heart of all true seamen, "We'll stand by our guns, cried the Cumberland's Crew," and the same song applies to the National Union's crew.

D. CLEMENT.

National Amalgamated
SAILORS' & FIREMEN'S UNION
of Great Britain and Ireland.

Seamen should protect their interests by joining the above powerful Organisation without delay. Compare your miserable starving wages of two years ago with your wages of to-day, and ask yourself what has the National Sailors' and Firemen's Union done for you. Has this Union not championed your cause, fought and won for you 25 to 50 per cent. advance in your wages, better accommodation and provisions? Can you accept these improved conditions of life without contributing to the Society that have obtained all this for you? The shipowners have already attempted to reduce the seamen's wages, and it will only be by upholding the Sailors' and Firemen's Union that you will maintain your present wages.

Seamen should not pay any heed to those men who are going about in the pay of the shipowners, circulating false reports about this Union, its General Secretary, Mr. J. H. Wilson, and President, Mr. Samuel Plimsoll, the seamen's friend, but apply to the Union Offices, where you will obtain all information as to benefits, etc.

The entrance fee has been reduced for one month.

A. MERCER,
Green's Home Branch,
5, Jeremiah-st, Poplar,

PROFITABLE EMPLOYMENT.

WANTED AT
CALCUTTA,
BOMBAY,
SHANGHAI,
PORT SAID,
MALTA,
NAPLES,
VENICE,
GENOA,
& BILBAO,

Agents, dealing with Ships, to supply
the Crews with an Article in

GREAT DEMAND AMONG SEAMEN.

Payment by Liberal Commission.

Apply, with reference, by letter only
to AGENT, c/o SEAFARING.

MASTERS & Co.
THE
CARDIFF, SWANSEA, AND
NEWPORT CLOTHIERS.

Seafaring men will do well to buy their clothing at Masters & Co., who believe in fair dealing, one fixed price, and no abatement; also, being the largest buyers of Clothing in the Principality, can sell cheaper than smaller buyers.

MASTERS & CO.,
29 & 30, ST. MARY STREET,
292, BUTE STREET, CARDIFF.

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18 & 19, CASTLE STREET, SWANSEA.

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THE BEST HOUSE FOR
SAILORS' & FIREMEN'S BOOTS & SHOES
IS
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11& 23, VICTORIA DOCK RD., E.
ESTABLISHED 1867.

SAILORS' AND FIREMEN'S UNION
NOTICES.

LONDONDERRY BRANCH.
BANNER FUND.

The drawing of prizes in aid of above Fund took place at the Branch Rooms, 27, William-street, Derry, on Monday, June 1, 1891; when the following prizes were drawn for:—1st prize, Punt and Pair Oars, No. 1; 2nd, Pair Fowls, 3,887; 3rd, Set Table Mats, 487; 4th, Pair Lady's Slippers, 3,963; 5th, Lady's Wrap, 605; 6th, Reading Lamp, 255; 7th, Wild Bird in Glass Case, 785; 8th, Half Model, 3,851; 9th, Pair Bantams, 3,975; 10th, Pair Card Baskets, 175; 11th, One Pound Note, 847; 12th, Half Model, 577; 13th, Half Dozen Knives and Forks, 183; 14th, Reading Lamp, 562; 15th, Silver Albert, 443; 16th, Pair Vases, 787; 17th, Meerschaum Pipe, 3,896; 18th, Framed Picture, 162; 19th, Inkstand, 3,898; 20th, Eight-day Clock, 483. A. O'HEA, Secretary.

LIVERPOOL (No. 1 Branch).

This Branch has been removed to No. 8, Price-street, where, in future, all communications should be addressed.—HENRY R. TAUNTON, Secretary.

TIDAL BASIN BRANCH.

A Grand Entertainment will take place at the Queen's Palace of Varieties, High-street, Poplar, E., on Wednesday, July 15, 1891, under the auspices of the above, for the benefit of the Widows and Orphans of the crew of the ill-fated s.s. *Marana*, which was wrecked in the English Channel on March 9, 1891, under the management of the committee of the above Branch—Messrs. J. Garvie, E. Potton, J. Thurston, G. Dale, W. Harris, H. Brown, W. Welburn, A. Bruce, A. Simpson, D. Connell, J. Hayes, J. Hastings, D. Cook, C. Starbuck, and Geo. Clements. Treasurer: Mr. F. Fowler, 52, New Lawrence-street, Canning Town. All postal orders or cheques made payable to the treasurer will be thankfully received and acknowledged through SEAFARING.

DUNDEE BRANCH.

Subscription Sale in aid of the Banner Fund of the above Union. Over 50 Prizes. Tickets 3d. each, to be had from all Branch Secretaries. Duplicates not having been forwarded, drawing has been postponed till Saturday, July 11, 1891, in Mariners' Hall, Candle-lane. The Winning numbers will be advertised in SEAFARING, also in local papers, the following week.—C. W. MILLAR, Secretary.

MARYPORT BRANCH.

All communications for the above Branch to be addressed to F. F. Gant, 75, King-street, Maryport, on and after May 9.—F. F. GANT, Secretary.

GREAT YARMOUTH BRANCH.

Mr. Charles Swanbrow has been appointed Secretary of this Branch in the room of the late Mr. Charles Albrrough, deceased, and the office has been removed to 69, South Quay, where the meetings are held on Monday evenings at 7.30.

NEWCASTLE BRANCH.

On and after June 18, Mr. Thomas Durin is the recognised secretary of the above-named Branch, to whom all communications must be addressed.—THOMAS DURIN, Secretary.

Seafaring.

SATURDAY, JUNE 27, 1891.

SEAMEN AGAIN VICTORIOUS.

"The report of the Bulkheads Committee, which we published yesterday, will be read with something like dismay in shipowning circles. We reserve, for obvious reasons, a detailed consideration of its technical recommendations, but a glance at them is sufficient to show that the number of bulkheads required by Sir Edward Harland and his colleagues on the Committee would not merely condemn all the present Channel steamers, but would render a very large number of seaworthy merchant vessels useless for the oversea trade." This is what the *Shipping Gazette* of Wednesday last says, and very instructive and suggestive reading this is. As a considerable number of our readers are aware, the *Shipping Gazette* is the oldest and the most wealthy of the shipowners' papers, and, we may add, the most respectable. Its opinion on such a matter is, therefore, of much importance. Now for years the *Shipping Gazette* has been telling its readers that Mr. Plimsoll is merely an amiable faddist—"a man with a heart too big for his head"—an impulsive and credulous man who will eagerly swallow any ridiculous yarn that a sailor may choose to spin him, and that to inebriated and untruthful tars he is indebted for his facts and figures. Although everybody knows that Mr. Plimsoll has for years past

been refusing constituency after constituency to represent it in Parliament, and that he cares no more for popularity than he does for a coffin ship owner, there are shipowners' papers which have treated him as a popularity hunter who only wanted to get into Parliament. Such vilifiers Mr. Plimsoll has treated with the contempt they deserve. But the *Shipping Gazette* is not one of them. It is too respectable to be so unscrupulous. It admits Mr. Plimsoll's unselfish honesty and zeal for the seamen's cause, only it denies his facts, figures, and judgment, and charges him with childlike credulity. And now, what do we find? A select committee, comprising, be it noted, both shipowners and shipbuilders, after taking a year to consider the matter, issue a report which, on the showing of the *Shipping Gazette* itself, practically condemns as unfit to go to sea a very large proportion of the shipping of the country, although the *Shipping Gazette* has for years been contending that unseaworthy ships are so scarce as not to be worth legislating against. Who is the faddist now—Mr. Plimsoll or the *Shipping Gazette*? Clearly the latter. The report of the Committee—composed we must repeat of shipowners as well as of shipbuilders—virtually proves Mr. Plimsoll's case and destroys that of the *Shipping Gazette* and the rest of the shipowners' papers. "Something like dismay" may well be the feeling with which the *Gazette* and the owners receive the report. But among seafaring folk and their friends—who, after all, are in the majority, and have life at stake while the owners only have money—the report will be hailed with joy as showing that much can and should be done to render vessels safer than they at present are. The *Shipping Gazette* intimates that the President of the Board of Trade has already felt the wrath of the shipowners, that he is not eager for more of it, and threatens him with an awful howl of indignation from shipowning circles should he attempt by legislation to give effect to the recommendations of the Committee. Evidently the *Shipping Gazette* forgets that Sir Michael Hicks-Beach is very well aware that political power rests less with the capitalists than with the toilers of these islands, and if the toilers make up their minds that Parliament shall give effect to the Committee's recommendations, the thing will be done, however the capitalists may rage. What the shipowners ought to do is to prove, if they can, to the Seamen's Union that the recommendations of the Committee would, if carried out, have the disastrous effect on the shipping of the country which the *Shipping Gazette* says they will have. If that were proved, if it could be shown that many seaworthy ships would be condemned and unjust loss inflicted on their owners, the seamen might well agree to unite with the shipowners in asking for such modifications as would do justice all round. It is the most ridiculous delusion to imagine that seafaring people, who make their living out of shipping, want to destroy the shipping of the country. On the contrary, if anything of the kind were threatened, the seamen would be as ready to defend their means of living as the owners are to defend their property.

A BOAT containing two women and five men was upset off Greenock June 24. The women were drowned. Three of the rescued men were considered to be almost beyond recovery.

NAUTICAL NEWS.

BOSTON, JUNE 22.—Captains Andrews and Lawlor began their novel race across the Atlantic at 6.20 o'clock last evening. There were a number of the friends of each of the daring navigators to see them start. The two tiny boats kept near to each other until lost to sight.

PARTICULARS have been published regarding the subventions paid by various Governments for maritime postal services. It appears that during 1890 France paid 27,000,000 francs; Great Britain (1889-90), 17,400,000 francs; Germany, 6,625,000 francs; Spain, 8,445,000 francs; Italy, 8,250,000 francs.

A SAD fatality took place during a cutter prize race between the crews of the Royal Naval Artillery Volunteers at Bristol. George Board, one of the crew of a battery in charge of Sub-Lieut. Withington, fell back in the boat. He afterwards died. Deceased was engaged as diver by the Bristol Docks Board.

AS some 10,000 British seamen visit St. Malo in the course of the year, a proposal is on foot to establish reading-rooms near the docks for their benefit. For this purpose a sum of at least £200 is required, and contributions may be sent to Mr. A. O'Rorke, banker, St. Servan, or to the British Vice-Consul, St. Malo.

CAPTAIN SILKE, of the steamship *Lechmere*, was fined £15, at Bow-street, on Saturday, for loading his vessel at Cardiff so that the Plimsoll disc was submerged to the extent of five inches. The surveyor to the Board of Trade said a single inch of undue submergence might make all the difference between life and death.

THE Russian navy is being increased with remarkable rapidity, not only in the Baltic but also in the Black Sea. At the present moment all the shipbuilding yards in Russia are engaged in the construction of ironclads and monitors. In all, the Russian Government has twenty-two ships-of-war in course of construction.

AN extraordinary incident happened the other evening on board the steamer *City of Chicago*, lying in the Mersey. During the usual testing process a rocket, instead of taking an upward direction, went right among the cabin passengers who were at the moment getting aboard from the tender. Three passengers were injured, one of them very seriously.

THE Cunard steamer *Etruria*, which arrived at Queenstown on Saturday morning from New York, with 512 passengers, reports having, on the 16th inst., in lat. 42° 22', long. 47° 16', at 5° 46 a.m., passed a large iceberg. It was 180 feet high, and 400 feet long. Three hours later another berg was passed. The wind was light from NW at the time, and the sea was calm, but the atmosphere all round became suddenly cold.

THE Board of Trade have received through the Foreign Office a gold watch and chain and a life-saving medal, which have been respectively awarded by the President of the United States to Mr. Alfred H. F. Young, master, and Mr. James Thompson, first mate of the steamer *Darial*, of London, in recognition of their services in rescuing the shipwrecked crew of the American schooner *Amanda C. Parker*, on Jan. 26 last.

AT a meeting of the Kirkwall Town Council, held on June 18, Bailie Spence presiding, it was agreed to act in concert with the Wick Town Council in memorialising the Government to grant a subsidy for the erection of a harbour at Gills Bay, Caithness, which, it is urged, would benefit Orkney to a great extent, lessening the distance for the mail boat between Orkney and the mainland, and doing away with the dangers of the Pentland Firth.

AMHERSTBURG (Ont.), June 20.—Part of the crew of the barge *Jane Cook* went ashore on Thursday and returned drunk. A row was started between decks, and Captain Dupont tried to stop it. Pistols were drawn and the battle raged for half an hour. At the end of that time six men had been shot. Captain Dupont received a bullet in his right lung, and his recovery is doubtful. Another man was fatally shot in the chest.—*Dalziel*.

THE Norddeutscher Lloyd steamer *Werra*, which arrived here yesterday, reports that when three days out seven of the men mutinied, and on the captain ordering them to be placed in irons, offered a determined resistance to those who endeavoured to secure them. They were, however, at length overpowered by the rest of the crew and confined. On the arrival of the vessel here they were conveyed to gaol, and will be returned to Bremen for trial.—*Reuter*.

LLOYD'S agent at Ibrai informs the secretary, that, having written to the European Commission of the Danube respecting the marking of a bank on which the steamer *Orkla* touched when leaving Ibrai, he has received a reply to the following effect:—The Commission had been informed by the Resident Engineer that this so-called ballast heap was only a part of the line of coast on the right side of the river, which was always submerged at high water, and this could not be marked by a buoy, as these serve to show the shoals, and not the line of the river bank.

A DEPUTATION from the National Sea Fisheries Protection Association, introduced by Sir E. Birkbeck, M.P., and accompanied by Mr. Heneage, M.P., had an interview at the Foreign Office, June 18, with the Marquis of Salisbury. The deputation pointed out that, as shown by the recent decision in the case of a Grimsby vessel seized within German territorial waters, the German Law Courts placed a much wider construction than the English Courts upon the word "fishing" in the North Sea Fisheries Convention. The Prime Minister requested that the proceedings should be regarded as confidential.

AT the Hull Police Court on June 17, before the stipendiary magistrate, Godfried Burg, a Russian, was charged with being a stowaway on board the Wilson liner *Borodino*. Mr. Lambert (Hearfield & Lambert) stated that the vessel left Riga on the 10th inst., and two days afterwards the defendant was found concealed in the 'tween decks, where cargo was stored. Mr. Lambert pointed out that the Russian regulations were very strict with regard to Russians leaving their country, and every captain was bound to certify that he had no Russians on board. They ran the risk, if a Russian were found, of being considered as conniving at the offence, and were liable to heavy penalties. Burg pleaded guilty, and was fined £2, with the costs, or 21 days in default.

EQUIPPED FOR TRAVELLING.
"I read that a cyclone in Kansas lifted up a large tree and carried it two miles," remarked Mrs. Shattuck.

"The tree was equipped for travelling, I suppose," replied Shattuck.
"I don't know what you mean."
"I mean that it took its trunk with it."

HE WAS IN.
There is a coloured man in Austin, Tex., who spends a great portion of his time in gaol. His name is Sam Johnsons. One day a chum of Sam's, Jeems Webster, showed up at the gaol.
"What do you want?" asked the gaoler gruffly.
"I jess called, sah, ter ask af my friend Mister Samuel Johnsons was at home, sah. Is he in?"
Texas Siftings.

A LIE OUT SOMEWHERE.
First Little Bootblack: "Please, sir, gimme the job; I've got a little sick brother who is a cripple and is blind."
Second Little Bootblack: "Let me shine 'em up. I'm that sick little brother he is talking about, who is blind. I don't want to be under no obligations to such a liar as he is, and I can see better than he can, and he ain't got no brother in the fast place."—*Texas Siftings.*

THE CORPSE CHOSE THE HYMNS.
It was in the cars, where sooner or later he who listens can hear everything, from declarations of passion to the quarrels of hate, the weightiest affairs of the nation to the lightest gossip of the frivolous. Two women were chatting together of a funeral which they had been out of town to attend.

Yes," one of them remarked, "I don't know when I've been to such a sweet funeral."
"No," the other responded, "not I."

" Didn't you think that was a beautiful selection from Scripture?"
"Yes; beautiful."

"And those two hymns; weren't they appropriate?"
"Yes; there couldn't have been anything more appropriate."

"Well, the corpse chose 'em all."

DON'T SLEEP IN CHURCH.
Dame: "My dear, elopements are becoming so common that I am dreadfully worried about our daughter, she is so romantic, you know."

Husband: "Don't be afraid, I'm on the look-out for anything of that sort."

"Well, the paper tells of a pretty girl who eloped on Sunday while the family were at church."

"George! I never thought of that; did she get away?"

"Well, no, her father saw the couple as they drove past the church, gave chase, and got her back. But if it had been our daughter, dear, we shouldn't have had any such good luck."

"I'd like to know why?"

"Why, you are always asleep in church, you know."

SAILORS' AND FIREMEN'S UNION.

(From Special Correspondents.)

LONDON DISTRICT.

The usual weekly meeting of Green's Home Branch was held at the Schoolroom, Plumstead, on Tuesday evening, 23rd inst., Mr. O. Curtis in the chair. The matter of disposing of backsliding members sailing in D. Currie & Co.'s boats having been fully considered, and the coal-porters, and stokehold labourers, and boiler scalers, having intimated that after a given date they will refuse to work with scab crews, it was decided to take immediate action in this matter. It was decided to attend with banner the following demonstrations:—Non-freemen's benefit on Friday evening, June 26; the United Boiler Scalers' and Stokehold Labourers' Benefit, July 2; Sydney Buxton's Demonstration on June 29, to celebrate his victory in amending the Factory Bill to raise the age at which children might be employed, also to attend the Poplar Hospital demonstration with band and banner on July 5. A letter was read from the secretary of the Association for Preventing the Immigration of Destitute Aliens, intimating that a meeting would be held on July 24, at Prince's Hall, Piccadilly, and asking the Branch to send the name of a delegate to address the meeting on that occasion. The name of Mr. J. H. Wilson was ordered to be advertised as representing the Seamen's Union. Mr. Campbell, member of the Hull Branch, gave an address regarding Union affairs at Hull, and employment of delegates to watch movements in London. Several members of the Branch expressed their pleasure at being enlightened upon these points, and the warm interest taken in Hull regarding the welfare of this Branch. It was moved by Mr. Wheeler, seconded by Mr. Harwood, that in order to prevent members from joining this Branch that belong to other London Branches, the secretary be instructed to send a list of the members he enrolls to the other London Branches. Several important resolutions were considered and ordered to be forwarded to next executive meeting. The meeting adjourned at 10.30 p.m.

As mentioned in last week's SEAFARING, Mr. C. H. Hamley, a member of Green's Home Branch, has written some lines on the death of the late Mr. Price, steward of the steamer *Maggie Bennett*, by falling over a wharf. As we have not room for all the lines, we make the following extracts from them:

WRITTEN IN MEMORY OF THE STEWARD OF THE S.S. "MAGGIE BENNETT" BY ONE OF THE CREW.

He lying in the cold, cold grave,
Across the deep blue sea,
Among the noble and the brave,
His spirit now is free.

* * * * *

Two days he had been missing,
When his body it was found,
Which spread dismay and sorrow
To everyone around.

Tidal Basin Branch held its usual weekly meeting in the Schoolroom June 19, Bro. J. Garvie in the chair; the members for the week were duly admitted and the minutes and financial statement adopted. It was proposed by Bro. Simpson, seconded by Bro. Asbury, that as it has come to our notice that a man has signed articles on another man's discharge, we empower our secretary to take proceedings against him through the Board of Trade when he arrives home; carried. Bro. Ward nominated Bro. Garvie in the place of Bro. Thurston who has resigned, as auditor. There were also three more added to the committee, Bros. Attwood, Simpson and Hurley. It was then proposed by Bro. Bruce, seconded by Bro. Allen, that all the nominations close; carried. The nominations for the ensuing six months stand thus:—Trustees, Dr. J. Moir, Councillor Lambert, Mr. Short and Mr. Vinicombe; treasurer, Mr. R. White; president, Mr. A. M'Allister; vice-president, Mr. W. Asbury; secretary, F. Fowler; assistant secretary, W. Wellburn; outside sailor delegate, H. Brown; outside firemen's delegate, W. Harris; committee, Messrs. Bruce, Leveritt, Brozden, Potton, Garvie, Ward, Page, King, S. Fowler; Allen, Clements, Purcell,

Pitt, Seabourne, Attwood, Simpson, and Hurley. The election takes place next meeting night. The correspondence was next proceeded with. Letters were read from D. L. Union, owners of s.s. *Marana*, Non-Freemen and London Carmen's Trade Union. It was resolved to attend the Shadwell Hospital Demonstration on Sunday, the 21st inst., with band and banner, regalia, and Neptune Trolley. It was also resolved to attend the unfurling of the Non-Freemen banner at the Poplar Town Hall on Friday, the 26th inst., with banner and regalia. It was stated that there were several resolutions to be submitted to the Executive Council, after which the meeting closed.

MERSEY DISTRICT.

The weekly meeting of the Liverpool No. 1 Branch was held at 8, Price-street, and was only moderately well attended, Mr. Duncan in the chair, Mr. Stevens in the vice-chair. The formal business having been disposed of Mr. W. Nicholson read a paper on "Labour Representation," which was listened to with great attention, and on conclusion thereof a discussion ensued which was terminated by a vote of thanks. The present Branch officials were finally re-elected for the ensuing half-year after the election being open for three weeks. Notice was given that there will be no meeting held next Monday owing to the public meeting being held on the 29th to present Mr. J. H. Wilson with a well-deserved testimonial, in the form of an illuminated address, which is to be presented at the Rotunda Hall on that date. After the transaction of various other matters of no general interest the meeting adjourned. Mr. Nicholson's paper will appear in next week's SEAFARING.

At the weekly meeting of the Birkenhead Branch, 17th inst., Mr. Barry Ennis presiding over a well-attended meeting, the chairman in his usual eloquent style complimented the members on the way in which they had of late turned up at the meetings, and urged upon them the necessity of turning up in good numbers while ashore, it being essential to their well-being to attend as often as possible, in order to transact the business of the Branch. In speaking of the projected visit of Mr. J. H. Wilson, he urged upon all who could to attend the mass meeting to be held on Wednesday, July 1, 1891, on which occasion one of our members will be presented by Mr. J. H. Wilson with the sum of £20 as superannuation, as per rule, he having lost his right arm while serving in the capacity of fireman on board the s.s. *Iberia*. The minutes of the previous general meeting, together with the correspondence and financial statement for week ending June 13, having been approved of, the names of new members enrolled during the week were then submitted and accepted, on the motion of T. Collins, seconded by J. Stanley. In reference to the visit of Mr. J. H. Wilson, it was decided, on the motion of H. Stading, seconded by T. Ovens, to engage the Queen's Hall, Claughton-road, for July 1, when it is hoped that a good representative gathering of Trades Unionists will assemble to give our worthy general and the other gentlemen who have kindly intimated their intention of coming down a right loyal reception, and thereby show the Trades Union world what the citizens of the future can do. Members arriving home about that time will please remember July 1, when the meeting will be addressed by Messrs. J. H. Wilson, J. O'Connor, London; E. McHugh, and W. A. Tetlow, Esq., solicitor, and various other labour leaders.

GLASGOW BRANCH.

The meeting of this Branch was, as usual, held in the Typographical Hall, 102, Maxwell-street, Bro. C. Wright, vice-president, in the chair. The chairman having commented on the small attendance of members, business commenced by the secretary reading the minutes of the previous meeting, which were unanimously adopted. The financial statement for the week ending June 13 was then submitted, and also unanimously accepted. Correspondence was read from Mr. T. D. Rennie, from Stornoway, after which an application was heard from Bro. C. Murray for some pecuniary relief, he having, he alleged, got into difficulties in the interest of the Union. This case caused an extra lengthy discussion to take place, when ultimately Bro. Montgomery moved, and Bro. McGregor seconded, that Bro. C. Murray receive no compensation, he having already cost the Branch heavy expense as outlay on his case. This was unanimously carried. Bro. Broderick then addressed the meeting relating how he had been taken on his last voyage by signing articles to take the vessel to a final port of loading instead of a final port of discharge. He counselled all members to look out for such articles, and to refuse to sign such in future. Other members having given their views on this question, the meeting terminated.

We have had our respected general secretary, J. H. Wilson, among us this last few days. A very large and enthusiastic meeting having been held in the Waterloo Rooms on Friday, 19th inst., when an exceedingly cordial reception was given Mr. Wilson, and resolutions passed condemning the present existing jury system.

Another meeting was held on Saturday, 20th inst., in the Typographical Hall, Mr. Wilson kindly consenting to be present to hear any charges from members against the secretary or any of the officials of this Branch, at the termination of which he left for Belfast, with the best wishes of the members of the Glasgow Branch.

CARDIFF BRANCH.

The usual weekly meeting was held on Monday, June 22, Mr. Atkins in the chair. The minutes were adopted, also the financial account for the week, after which the resignation of William Courtney, delegate, was read, and A. Chubbs, from the committee, both being accepted. Mr. Wilson, the assistant secretary, then referred to his nomination as secretary. He had considered the suggestion made by Bro. Tucker, that they should have a seafaring man as their secretary, and he had come to the conclusion that it would be to their interest to have one of their own members, therefore, he should decline the secretaryship, for which he had been nominated. Several other members were then nominated as follows:—Messrs. Chubbs, Martin, Davies, Evans, Ireland, Atkins, Morris. The election for secretary will take place next Monday. The others who were elected to hold office for the next six months were president, H. Atkins; vice-president, F. Brooks. Delegates: Atkins, Hollick, Denning. Trustees: Councillor Jenkins, Chubbs, and Brooks. Committee: Caldon, Bush, Donaldson, D. Finn, Pyne, Tucker, Brooks, Hill, Baldwin, Yarwood, Martin, and Wallace. Trades Council representatives: Yarwood and Tucker. District committee: Bush and Tucker. This concluded the election of members to hold office for the above period, with the exception of secretary. There being no other business, the meeting adjourned.

SOUTH SHIELDS BRANCH.

At the usual weekly meeting, the president in the chair, after the usual routine the nomination of officers and committeemen was taken for the last time, and nominations closed, and it is hoped that at next meeting there will be a good muster, as the election takes place on Monday night, June 29, so that if any of the members have anything to say against any of the men that are nominated, they should then attend and speak; the Union depends on every man to do what is best for his fellow seamen. A circular has been sent out from the head office asking for suggestions for the good government of the Union, and several have been submitted by this Branch, which we think will be of great benefit to all concerned, and our secretary was instructed to send the same up to head office. Things are improving on the Tyne, and after the holidays, and when the Jarrow works are settled, things will be better still. We have three members on sick list, and two on strike pay through the Jarrow strike. Four new members joined our Branch during the week.

DUBLIN BRANCH.

At the usual weekly meeting, Bro. J. M. Maxwell presiding, the minutes having been discussed and adopted, the financial account was also read and passed as very satisfactory. Correspondence having been read, and a discussion of some length having taken place, the correspondence was passed. The secretary then read a complaint from the engineer of the s.s. *Caledonian*, who complained about a brother named Hugh Murray, of the Glasgow Branch, that he left his ship on the point of sailing, and otherwise misbehaved himself, thereby bringing a bad name on the Union, which guaranteed that Companys who employed Union men would have good, sober men, always ready to do their duty. This complaint having been laid against a member of the Glasgow Branch, the secretary had forwarded the complaint on to Mr. Boyd, to have it dealt with in Glasgow. Mr. Donnelly, I.O.S., spoke at some length on such cases, saying he was proud that it was very seldom such cases happened, and as a majority Union men were always found to be sober and steady, and ready to do their duty when required. Still there were some few who misbehaved themselves, and he would impress the necessity of their amending, otherwise the Union would deal very severely with them, and he would like to see every Company sending in any complaint they might have against our men, as they would be sure to get every satisfaction. Unfinished business being then called, the nomination of officers for the coming half-year was

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resumed. Those nominated are: chairman, Bro. J. M. Maxwell; vice-chair, Bro. J. Archibald; committee, Bros. A. Pugh, P. Masterson, C. Linn, Kane Saunders, M. Lee, S. Wallace, J. Murray, and Bro. Kenny; treasurer, Bro. John Johnson. These being the only nominations given to-night, were passed. Bro. Edward Donnelly, I.O.S., then gave a short address, and referred to a circular received from head office *re* the Labour Commission now sitting. He then very ably referred to Mr. J. H. Wilson's visit to Dublin, and as we would have a public meeting on Thursday in the Trades Council Hall, he hoped that every man in port on that evening would be in attendance. He was glad to say the general secretary was well pleased with the working of the Dublin Branch. The meeting then terminated.

NORTH SHIELDS BRANCH.

At the usual week'y meeting, Bro. R. Latimer in the chair, the minutes of the previous meeting were adopted as read. The secretary then read the weekly financial report, which showed a decided improvement on previous weeks. The report was approved of and thought satisfactory. Correspondence was read from various sources, and amongst it was a letter from James Heatley, of Blyth, which caused a good deal of discussion. Some of the members expressed themselves very strongly on the subject, and pointed out how good men would be treated through such men as the one alluded to in the letter. Then the case of A. E. Smith was brought before this Branch, and the secretary was instructed to write to Newport Branch regarding him, as he is a member of that Branch and a member of the sick fund, and is in need of some relief. The meeting was then brought to a close with the usual votes of thanks to the chairman and visitors.

SUNDERLAND BRANCH.

At the Branch meeting, June 22, Mr. J. W. Priest presiding, the secretary read several letters, one of them being from Lieut.-Gen. Sir H. Havelock Allan, M.P., saying that the resolution passed at the Victoria Hall on the jury laws would receive his careful consideration. The secretary stated that he had written letters and sent copies of the resolution to the borough members, and all the county members, also to the Right Hon. W. H. Smith, and the Home Secretary. There was also a letter read from the arrangement committee of the Trades Union Congress, Newcastle, with reference to the demonstration to be held on Saturday, Sept. 12. The Branch decided to take part in it. There is every reason to think that the Congress to be held at Newcastle in September next will surpass any that has yet been held. The committee are sparing no pains to make it a great success. The Corporation of Newcastle have given the use of the Town Hall during the whole of the week for the Congress, which speaks well for Newcastle. The Branch then proceeded with their nominations, which were closed that night, the elections to take place next meeting.

The state of trade in this port is very bad at the present time; a good number of men out of employment.

DUNDEE BRANCH.

A meeting of this Branch was held as usual on Monday night. Mr. Jenkins occupied the chair, there being a very small attendance of members, owing to three vessels having gone a run round to Cardiff, thereby taking a large number of our members away. The minutes, income, and expenditure, having been adopted, the circular from head office *re* the Royal Commission of Labour was read, there being considerable discussion on the different items contained in the circular. After hearing various opinions from the members the meeting terminated at 9 o'clock.

MIDDLEBROUGH BRANCH.

Mr. Wm. Fletcher presided over the general meeting of this Branch held on Monday, June 22. The minutes were fully discussed and confirmed. Correspondence was read from the head office and several Branches, and adopted. No further nominations being forthcoming for officers for the ensuing six months, it was moved by Mr. J. Jones, seconded by Mr. J. Berensen, that the nominations now close; carried. The secretary then addressed the meeting on the necessity of having the funds of the Union centralised having clearly demonstrated to the members the utility of that course. Mr. John Conroy moved the following resolution that we the members of the Middlesbrough Branch, ask the Executive Council to take into consideration the advisability of centralising the funds of the Union, and we respectfully urge upon the executive the necessity of having the funds

under their control. Mr. John Swalwell seconded the resolution which was carried unanimously. A resolution was also moved by Mr. C. Sturgeon, and seconded by Mr. Chas. Lucas, asking the executive to open a Union Sailors' House in Middlesbrough. This was carried unanimously, and after other business the meeting adjourned.

LEITH BRANCH.

At the usual weekly meeting, June 18, in the Labour Hall, the chairman being absent Bro. Robertson presided over a fair attendance. The minutes of the general and committee meetings were read and adopted, also the financial report. The secretary read correspondence, including a circular from head office *re* evidence for the Labour Commission, and a committee was appointed to assist the secretary in this. The chairman detailed the agreement come to *re* the benefit in the theatre on the 24th inst. and asked that a committee be appointed to take the tickets at the door and carry out arrangements, and this was done, eight being elected. The nomination for two representatives for the Trades Council was then taken. Some remarks were made *re* the mass meeting and after some discussion of a private nature the meeting was brought to a close. We trust to have a favourable report to make of the benefit performance in the Princess Theatre on Wednesday evening.

SOUTHAMPTON BRANCH.

At the usual weekly meeting on June 23, Bro. A. Glue in the chair, the minutes, income and expenditure, having been adopted, it was proposed and seconded that we send a report of our weekly meetings to SEAFARING every week for the future. Then it was proposed and seconded that the secretary have 500 handbills printed, for to let all members know that their services are required next Tuesday for the election of officers. Meeting closed at 9.45 p.m.

HULL BRANCH.

At the usual weekly meeting, held in Unity Hall, Mr. W. Chafer in the chair, amongst the correspondence was a letter from a certain member of this Branch, and it was decided not to entertain it. A member of this Branch stated that one of the members, named Wm. Ward, had been very ill on board the s.s. *Eastwood*, and was shown great kindness by the chief engineer, which statement was borne out by several of the crew. It was unanimously resolved that the best thanks of the Hull Branch be given to Mr. W. Baker, chief engineer, s.s. *Eastwood*, for his kindness and humanity towards one of our members whilst ill on board of the above ship. We hope he may live long, and continue to do the good work he has done in this case. Members are requested to turn up at Unity Hall at 2 o'clock p.m., on Sunday, June 28, in view of the forthcoming church parade.

THE labour correspondent of the Board of Trade states that during May seventy-six strikes were recorded as against seventy-seven in the previous month. A very large proportion of these occurred in building trades, which in several districts have been moving for advanced wages and reduced hours.

An Italian seaman, Guitano Scealan, has been committed by the Plymouth magistrates on a charge of wounding two Englishmen. The prisoner and another Italian, who had been dismissed, had an altercation with the complainants, and having stabbed them in various places escaped on board their ship, which is lying at Plymouth.

THE following figures may serve for a bird's-eye view of the growth of the mercantile marine of England. In the year before the battle of Culloden the ships that left and arrived in the port of Liverpool were 425, with an average of less than 50 tons per ship. On Wednesday last week, in one hour, four ships represented an aggregate tonnage which was considerably in excess of the entire outward tonnage of the port in 1744. If we go back to the year 1565, Liverpool had only 12 small vessels manned by 75 men; now great steamers like the *Majestic* carry crews of 350 men each.

THE captain of the Liverpool ship *Lord Canning*, now at San Francisco, reports that on his voyage he met two very severe storms. In the latter gale the vessel was at times almost engulfed. The main hatch of the vessel was in the water for hours, and the lee side of the ship out of sight. The lower foretopail was lost, and the cabins, deckhouse, and forecastle filled with water. Several of the structures on deck were broken, and the live stock lost. Oil was put over the weather side of the ship, and this the captain thinks doubtless saved the *Lord Canning* from being lost.

SHIPS SPOKEN.

- Aukathor, Norwegian barque, Brunswick (Me.) to Rotterdam 38 days, June 10, 47 N, 12 W.
- Assel, barque, Talcahuano to Fleetwood, June 1, 31 N, 40 W.
- Astracans, bound south, June 9, 49 N, 14 W.
- Ariete, New York to Oporto, June 9, 37 N, 68 W.
- Anna, Swedish schooner, June 18, 49 N, 12 W.
- Agnes, of Christiania, May 14, 6 N, 24 W.
- Athenis, s. of London, bound east, June 17, 47 N, 35 W.
- Bankhall, London to Adelaide, April 28, 16 S, 30 W all well.
- Bernardo Chiozza, Italian barque, Rangoon to Chatham, June 13, 48 N, 12 W.
- Buda, St. John (N.B.), to Coleraine, June 7, 42 N, 60 W.
- Bristol, of London, June 19, 50 N, 14 W.
- British Commodore, British ship, June 20, Lizard, bearing WSW 19 miles.
- Brenttor, s. steering west, June 14, 74 N, 38 W.
- Clan Mackinnon, s. Liverpool to Cape Town, steering south, June 14, 14 W, 17 N.
- Canova, June 16, 49 N, 31 W.
- Capehurst, June 7 (? 17), 50 N, 21 W.
- Cadwgan, barque, from Coacpcion for orders, June 6, 39 N, 33 W.
- Cape Race, barque, of Greenock, June 13, 48 N, 9 W.
- City Camp, St. John (N.B.), to Bristol, June 5, 43 N, 45 W.
- Craignair, April 25, 25 S, 37 W.
- Cordelia, of Liverpool, June 7-14, 50 N, 12 W.
- Churchstow, of Salcombe, Madagascar to London 53 days, May 18, 10 N, 31 W.
- Coimbatore, English ship, all well, June 17, 49 N, 14 W.
- Charlwood, barque, of Liverpool, steering east, June 15, 48 N, 10 W.
- City of Rome (s), bound west, June 15, 50 N, 35 W.
- City Camp, St. John (N.B.) to Bristol, steering north, June 20, 51 N, 7 W.
- City of Chicago, s. bound west, June 19, 51 N, 15 W.
- "Carl Ernheim," River Plate to Falmouth, May 31, 32 N, 42 W.
- Deodata, Norwegian barque (HKDB), bound west, June 7.
- Duncow, ship, of Liverpool, May 17, 10 N, 38 W.
- Eden, barque, of Dundee, River Plate to Antwerp, June 19, midway between Longships and Wolf, all well.
- Edith, from Liverpool, June 15, 47 N, 33 W.
- Earl of Devon, June 13, 47 N, 15 W, all well.
- Eden Holme, barque, from London to "San Juan," May 13, 5 S, 29 W.
- Einar Tambarskjelver, barque, of Stavanger, bound south, all well, May 9, 1 S, 27 W.
- Eden, barque, steering NE, June 18, 50 N, 7 W.
- Fiery Cross, Hamburg to Algoa Bay, June 1, 48 N, 10 W.
- Francis, American ship, Baltimore to Farralones, May 28, 35 N, 42 W.
- German, s, Southampton to Cape Town, steering south, June 14, 14 N, 18 W.
- Girvan, barque, of Ayr, San Francisco to Falmouth, steering north, June 4, 31 N, 44 W, all well.
- Gloster, Monte Christi to Hamburg, all well, June 15, 50 N, 9 W.
- Grundloven, Dantzic to Philadelphia, 640 miles E.N.E. of Cape Henlopen.
- Glenmorag, ship, Port Ancock to Havre, steering east, June 18, 50 N, 11 W.
- Gowanburn, British ship, May 12, 2 N, 23 W.
- Gleniffer, barque, of Liverpool, June 21, 15 N, 7 W.
- H.M. troopship Hima'aya, June 17, 36 N, 6 W.
- Highmoor, June 3, 3 N, 27 W.
- Honolulu, ship, British Columbia for Antwerp, steering south, May 10, 2 S, 30 W.
- Hiawatha, barque, Philadelphia to Bay Verte, June 9, 40 N, 68 W.
- Herat, ship, Calcutta to London, steering south, all well, May 19, 11 N, 88 W.
- Helena (?), Zanzibar to London, June 13.
- Hoppe, Russian barque, Pensacola to Lubeck, June 9, 40 N, 61 W, by the Ocean, s, at New York.
- Ione, Belize to Havre, June 5, lat. 31, long 79.
- Joseph H. Scammell, ship, steering south, June 1, 8 S, 34 W.
- Kong Sverre, June 16, 49 N, 30 W.
- Kremlin, Rosario to Boston, June 9, 40 miles SSE of Cape Henlopen.
- Kehrwieder, s. of Hamburg, June 16, 51 N, 10 W.
- Lahn, s. Southampton to New York, June 19, 49 N, 23 W.
- Leone, Marseilles to New York, June 10, 35 miles SE of Fenwick Island.
- Lady Ruthven, of Greenock, bound south, all well, May 10, on the Line, 27 W.
- Loch Doon, of Liverpool, Chile to United Kingdom, May 25, 26 N, 39 W.

Lord Lyndhurst, lat. 7 N, long. 101 W.
La Gitana, of Christiania, La Plata to Channel, all well, May 18, 13 N, 38 W.
Loch Linne, ship, Java to Cork 95 days, May 6, 6 S, 14 W.
Lillian, British brig, New York to Bahia, June 8, lat. 40, long 68.
Marlborough Hill, New York to Calcutta, June 7, 37 N, 69 W.
Marion Ballantyne, ship, from Astoria, June 2, 31 N, 44 W.
Macleod, Pensacola to Buenos Ayres, June 5, 33 N, 42 W.
Marseille, s, New Orleans to Antwerp, June 9, off Key West.
Madeira, s, steering SW, June 21, off Grand Canary.
Mentor, Norwegian barque, June 2, 10 N, 45 W.
Natuna, barque, steering west, June 12, 48 N, 14 W.
Oneota, June 7 (? 17), 50 N, 24 W.
Oakworth from Liverpool to San Francisco.
Orontes, ship, steering SW, June 17, 47 N, 8 W.
Polyesian, of Glasgow, Port Augusta to Falmouth 72 days, all well, June 11, 2 S, 32 W.
Pacific, barque, of Bordeaux, steering south, May 21, 50 S, 66 W.
P. M. Peterson, Hamburg to New York, June 6, 42 N, 47 W.
Piako, London to Auckland, all well, May 11, 2 N, 24 W.
Panda, barque, of Liverpool, steering south, June 14, 32 N, 15 W.
Queen Victoria, of Glasgow, Cardiff to Esquimalt, 23 days, all well, May 13, 31 N, 27 W.
Royal Alfred, barque, of Liverpool, Huaniilos for "Jyghinsk," steering north, April 17, 42 S, 36 W.
St. Mary, barque, of New York, steering south, June 5, 2 S, 32 W.
St. Mark, San Francisco to New York, May 13, on the Lice, long. 37 40.
Sytende Mai, Norwegian barque, steering east, June 19, 51 N, 13 W.
Somand, Savannah to Granton, June 16, 46 N, 30 W.
Stormy Petrel, barque, May 24, 9 N, 32 W.
True Blue, barque, Adelaide to Cape of Good Hope, April 17, 33 S, 29 E.
Vale o'Doon, for United Kingdom, June 17, 49 N, 6 W.
Valona, June 19, 12 miles off Fastnet.
Venus, Norwegian barque, April 26, 26 S, 4 E.
Veritas, Swedish schooner, June 17, 48 N, 14 W.
Waimea, New Zealand to London, June 4, 38 N, 35 W.
Wave Queen, of Shoreham, London to Mauritius, June 21, off St. Catherine's Point.

SEAFARING DISASTERS.

Anahuac.—It is telegraphed from Brisbane that the United States ship *Anahuac* has been wrecked; crew saved.

Albany.—A telegram from Antwerp states: German steamer *Cordelia* and British steamer *Albany* have been in collision, and both are badly damaged. Former has been beached full of water at Anstruwell; latter has put back leaky.

Bellenden, steamer, put back to Barry Roads, having been in collision with *Prince Soltykoff*, steamer, off Landseer during thick fog. Former vessel has several plates damaged on port side forward. Damage to latter not known.

Cicero, Kruse, of Barth, sailed from Shields on Nov. 11, 1890, with a cargo of coal for Valparaiso, and has not since been heard of, is reported as missing.

Cid (s.)—Havre, June 24, 11.45 a.m.—*Cid*, British steamer, Tyne for Naples, totally lost on Casquets Rock yesterday; William Goddiss, third engineer, and Bilger Conrad, fireman, drowned. Crew landed here.

Cormorant (s.)—Yarmouth, June 22.—The *Cormorant*, s, of Grimsby, with fish, was last night towed into Yarmouth Roads with bows stove in by a French man-of-war, having been in collision with the same off the Leman yesterday morning, during thick weather. The *Cormorant* came into harbour this morning and discharged her cargo.

Cairnie.—A telegram from Stavanger states that the steamer *Cairnie* has gone ashore, and is damaged.

Cochin. See *Muncaster Castle*.

Dora, steamer, has put into Stockholm leaky, having been ashore North Quarken.

Eugenie.—A telegram from Dunvegan states that the brigantine *Eugenie* has gone ashore south of Frist Point. Crew saved.

Exile, barque, has been abandoned. All the crew saved and landed at New York.

Frederick Gudhem.—A Kirkwall telegram states that the barque *Frederick Gudhem* went ashore

June 23 at high water, east side of Sandy, and is in a dangerous position; four feet of water in hold.

Fayette Brown.—The steamer *Northern Queen* and schooner *Fayette Brown* have been in collision. Latter vessel sunk with her cargo.

Forfarshire at Falmouth with loss of bowsprit and foretop gallant mast.

Gloria, barque, went ashore last night north of Culvercoats, but was towed off and brought into the Tyne with much damage to bottom.

Jessie.—A telegram from Gravesend states that the schooner *Jessie* drove athwart the Norwegian barque *Indiana*, lying at anchor off Rosherville. *Jessie* has mainsail torn and damage to bulwarks on starboard side.

Jap, s.—San Francisco, June 24.—The mail arriving from Japan brings news of the capsizing of the steamer *Jap*, engaged in the coasting trade. Fifty of the crew and passengers were drowned. —*Central News*.

John Bowes.—The steamer *Leechmere* collided with the steamer *John Bowes*, near Blackwall, doing considerable damage.

Kisbek.—The steamer *Kisbek* has put back to Shields with machinery out of order.

Lansdowne, Newcombe, or Windsor (N.S.), which sailed from Hakodadi (Japan) on Oct. 12, 1890, with a cargo of sulphur for New York, and has not since been heard of, is considered missing.

Modum.—A cable message from Merida, June 24, states: Norwegian barque *Modum* is ashore at Achans, and will probably be a total wreck.

Muncaster Castle arrived at Gravesend in tow, with damage to port bow, having been in collision off the Isle of Wight on Sunday with the ship *Cochin*. A later telegram states that the *Cochin* has arrived at Gravesend, in tow, with damage to stem and starboard bow, bowsprit and jibboom carried away, and starboard quarter slightly damaged.

Planet put into Valparaiso, partially dismasted in a gale.

Perle.—Lloyd's agent at Newchwang telegraphs, June 24: *Perle* abandoned waterlogged. Crew landed at Newchwang.

Reginald.—The steamer *Bonnie Princess* fouled the steamer *Reginald*, at Liverpool, June 18; latter received damage; former proceeded.

Result.—A telegram from Skegness states that the *Result* is ashore at Ingoldmells, leaky.

Sir Garnet Wolseley, s, spoken, with shafts broken.

W. D. Potts.—The Italian ship *Savoia* and British schooner *W. D. Potts* have been in collision; both vessels put into Cuxhaven damaged.

STRIKE OF RIVETERS.—A strike of riveters has occurred at the shipbuilding yard of Messrs. Ritson, at Maryport, because the Company refused to make the men an extra allowance for scaffolding when they were asked to remove from one job to another before they had completed the one they were engaged on. The strikers have been told that they will not be engaged by the Company again.

TRAGEDY ON A LINER.—New York, June 22.—The French Transatlantic steamship *La Bretagne* arrived here late last night with one blade of her propeller broken. During the voyage a sad tragedy took place. A French weaver named Joseph Feys, with a Swiss wife and five children, came over in the steerage. On the voyage he showed signs of insanity, and on June 15, while conversing with his family on the deck, he suddenly wrested his little five-year-old son, Pierre, from his wife's arms and hurled him into the sea. All efforts to rescue the child were unavailing. The crazed father had to be placed in irons to prevent him from throwing all the children overboard. At New York he was handed over to the police, and will be sent back to France by the same ship, which sails on Saturday. He is from Petitmont, near Luneville, Lorraine.—*Dalziel*.

THE STEAMER "MAJESTIC".—The White Star steamer *Majestic*, which arrived at New York on the 20th inst., completed a voyage that would have been the best on record from Queenstown if she had gone over the same course traversed by the *City of Paris* when she made her record run of 5 days 19 hours and 18 minutes. The *Majestic* took a long southerly course of 2,850 miles to avoid ice and fog. Her time was 5 days 22 hours and 20 minutes, and her average speed per hour was 20.023 knots. This is the best hourly average ever made by an ocean steamship. Over the record course of 2,788 knots her time would have been about 5 days 19 hours and 4 minutes, or 14 minutes better than the record of the *City of Paris*. The *Majestic*'s daily runs, from noon to noon, a period of about twenty-four hours and fifty minutes, were:—June 4, 441 miles, June 5, 501, June 6, 497, June 7, 501, June 8, 502, June 9, to the Sandy Hook lightship, 408, total, 2,850 miles.

CORRESPONDENCE.

Correspondents must write on one side of the paper only, and to secure early publication be as brief as possible.

WHY THEY JOINED.

To the Editor of "Seafaring."

SIR,—Knowing as we do that your columns are ever open for the ventilation of seamen's grievances, we crave a portion of your space for the following facts, which we doubt not may interest your readers:—We have just arrived at Greenock in a ship owned there, after a passage of 57 days from Pascagoula. When out 37 days all hands were put on half allowance of meat for 17 days, and for the remaining three days of the voyage we had none whatever. When 25 days out tea was done, and for 13 days of the passage had neither coffee nor sugar, no sugar in lime juice. After running short of provisions we sighted on June 12 (seven days before arrival in port), in fine weather, three vessels which the captain promised to board but failed to do. On being paid off we were given the handsome compensation of 5s. per man for starving all that time. Now, Sir, we think that those facts are well worth pondering by seamen in face of the fine promises given by shipowners at the present time as to what they are prepared to do by means of their "Federation" for the benefit of our class. We may state that we did not belong to the Union, but immediately on being paid off we, along with other shipmates at once went and enrolled ourselves in that organisation, and we have been induced to pen these few lines in the hope that many of our brethren may follow our example, and thereby assist by all legitimate means to further reforms that are so much needed in the interest of our profession. Why ships should be allowed to leave ports with an insufficient supply of food we are unable to understand, seeing that we have a Board of Trade which is supposed to look after those things. It is no excuse whatever to say that the captain is responsible, simply because it is his first voyage and desires to sail the ship cheap. The owners are the responsible parties, and why, we ask, should we be the sufferers, while the owners are allowed to shirk their responsibility, or the captain attempt to gain their approbation, at our expense?—We are, yours etc.,

ARTHUR LANGE, A.B.,
T. SCHMITT, A.B.,
C. BROWN, A.B.

Sailors' Home, Greenock,
June 22, 1891.

HE KNEW WHEN TO GO HOME.

"No, I can't stay any longer," he said with determination.

"What difference does an hour or so make now?" asked a member of the party. "Your wife will be in bed and asleep, and if she wakes up she won't know what time it is."

"Quite right! Quite right!" he returned. "I can 'kid' to my wife any time as long as I get home before breakfast. Why, I've gone home when the sun was up, kept the blinds shut, lit the gas, an' made her think that it was a little after 12."

"But, gentlemen, I can't humbug the baby. I can make the room as dark as I please, but it won't make the baby sleep a minute later than usual, and when he wakes up hungry it comes pretty close to being morning, and my wife knows it."

"Goo' bye, boys," he added, as he bowed himself out. "I make it a rule to get home before the blessed baby wakes. It's the only safe way."

BREAKING IT GENTLY.

Editor: "Mr. Plumduff, you may make a little change in your column to-morrow morning. It takes up too much space. Cut it down one-half."

Mr. Plumduff: "Yes, sir."

"Then the other half won't need any special heading. Remove the heading."

"Yes, sir."

"And it needn't be leaded. Run it in solid."

"Yes, sir."

"That will make it take up about a third of a column."

"Yes, sir."

"And then it can go in any part of the paper where there is room for it."

"Yes, sir."

"And if there isn't room it can be left out."

"Yes, sir."

"And it hardly seems worth while to keep it going, does it?"

"No, sir."

"You are right, Mr. Plumduff. Your resignation is accepted."

June 27, 1891.

THERE is an opening for the ingenious to discover, patent and place upon the market an automatic ship scraper for cleaning the bottoms of iron and steel sailing ships when underway, a wide application could be made of a convenient and portable automaton of this description.

FATAL FALL FROM ALOFT.—Mr. C. S. Samuel, the deputy coroner of Liverpool, held an inquest on June 23 on the body of Frederick Austin, George Pemberton, master of the *Magnetic*, s, said that on Saturday last he towed the White Star ship *Garfield* from the Mersey to the Saltee Islands, off Wexford. When he was about to leave the ship at 10.30 on Sunday morning the captain of the *Garfield* called him alongside and passed to his vessel the deceased man, a seaman who was injured and unconscious. The captain told witness that deceased's name was Frederick Austin, and that he had fallen from aloft. Deceased never spoke, and died in about an hour and a half. Robert Irvin, seaman on the *Magnetic*, corroborated. He was told that deceased belonged to Boston. A verdict was returned that deceased died from injury to the head, but how the injury was caused there was not sufficient evidence to show.

HE ADMIRER FRANKNESS.

A man stood thoughtfully leaning against a lamp-post. A stranger approached him, and, after a moment's scrutiny, said: "Excuse me for this intrusion upon your apparent meditation, but I wished to ask you a few questions."

"Certainly," said the man, bowing and regarding the fellow with a kindly eye.

"I thank you for your consideration," rejoined the fellow, bowing with equal courtesy, if not with equal grace. "I wish to ask you if you do not admire that quality which we term frankness?"

"Yes, of course I do."

"I am delighted to hear you say so, sir. Now," he added, after a short pause, "you may think me very peculiar, and doubtless I am, but something impels me to be frank with you."

"All right, sir; go ahead."

"Thank you, I'll do so. Now, just a few moments ago, as I stood over there, regarding you, it struck me that I did not like your looks, and I debated with myself the question whether or not I should tell you. The delicate consideration, the bright hue of reason that sometimes light up the dark ground of impulse, suggested that I should first discover whether or not you were an admirer of frankness. I am glad that you are, for it gives me the opportunity of telling you without malice that I do not like your appearance. See?"

"That's all right," the man quietly replied. "You have a right to express your opinion."

"You are a considerate man," said the fellow. "Now, still believing that you are an admirer of frankness, I should like to tell you that I would not trust you 10 minutes."

"That's all right," the man rejoined.

"And, furthermore," the fellow continued, "I feel that you are a pickpocket."

"A man has a right to express his feelings. You acknowledge that, don't you?"

"Assuredly, sir. I have expressed my feelings, and why should not you express yours?"

"I should express mine, and shall do so, but before I give you an expression of those feelings you must promise to treat me with as much consideration as I have treated you."

"Oh, I promise that."

"All right, here goes"; and, picking up his foot with an electric jerk, he kicked the fellow into the street. "That is my opinion of you."

The fellow rubbed himself for a moment, and then, through a horrified grin, said:

"Look here, I do like frankness, but I don't care to see a man so precious outspoken."

WHO MAKES THE PAPER?

Who is dot dot gets der news,
Don't have time to get der blues,
Und generally drinks, schmokes, and chews?
Dot's der Reporter.

Who is dot dot uses der "blue,"
Marks der co through and through,
Und tells der boy, "Do as I do?"
Dot's der City Editor.

Who is dot dot curses der vires,
Likes good news, but hates der fires,
Und has no use for any liars?
Dot's der Telegraph Editor.

Who is dot dot knows id all,
Has everyone at his beck and call
Und doesn't feel der least bit small?
Dot's der Managing Editor.

Who is dot dot sets der type,
Has a nose dot's fully ripe,
Und schmokes a nasty, stinkin' pipe?
Dot's der Printer.

Who is dot dot makes men schvear,
Und would do it if they did but dare
Climb his frame and pull his hair?
Dot's der Proof Reader.

Who is dot dot cashes "strings,"
Pays der bills und oder things,
Makes der boys all feel like kings?
Dot's der Cashier.

ADVERTISING AS AN ART.

When the defendant took the stand his Honour said:

"Prisoner, you are charged with having removed the goblet from the hand of the Cogswell statue and substituting a pair of 25 cents. suspenders with a placard calling attention to your establishment across the way."

"Well, Shudge," replied the offender, with an ingratiating smile, "of course I wants to get along in peeness."

"After which," continued the court, sternly, "you substituted a lot of necklaces for the suspenders and attached to the other hand a lot of bills referring to your new stock of gum shoes and hair oil."

"Dose hair oil is fust-rate, your Honour," said the defendant.

"And yesterday," continued the court, consulting the indictment, "you obstructed the thoroughfare and created a disturbance by placing a collar and a plug hat on the statue in question."

"Dose blue hats is cheap at four dollars, Shudge. Moses Levy charged five and a half for dem same kind," returned the trader cheerfully. "I beats dose fellers every dimes."

"And at night," went on his Honour, "at night, it appears, you placed in the figure's hand a transparency containing a further advertisement of your wares. Now, this is most improper and reprehensible."

"Dot's right, Shudge," said Mr. Solomon, delighted.

"Bitch into me off you please. Speak loud so does noospaper vellars gan hear you," and he smiled benignantly upon the reporters.

"Great heavens!" thundered the court, as a frightened idea struck him. "Is it possible you have the audacity to use the machinery of this court as an advertising dodge?"

"Dot's it, Shudge," exclaimed the Cheap John, rubbing his hands exultingly. "I swore out der complaint myself." —*San Francisco Post.*

BETWEEN TWO FIRES.

Editor: "That performance at the opera-house on Monday night was the worst fraud I have ever witnessed, yet I see your article puffs it up to the skies."

Dramatic Critic: "I had to. The company will be here all the week, and the manager said if I printed a word against them he'd come around with a gun."

Editor: "I see. Well, it's always wise to keep on the safe side."

Office Boy (rushing in): "Big mob at the door goin' to shoot the dramatic critic."

Critic (weakly): "I—I never thought of that. They must be the audience." —*Texas Sifters.*

AMERICAN SEAMEN'S UNION.—The Convention of the Seamen's Union of the Atlantic Coast opened at Boston May 20. General President J. F. O'Sullivan delivered his annual address. He said:

"It is possible to have merchant vessels and, in time of war, naval vessels, officered and manned by intelligent and patriotic men, but as good a living must be guaranteed these men as they would receive ashore, viz.: fair wages, fair treatment, fair sleeping accommodations, and fair security from loss of life or limb. If only the living of an animal is offered to men on shipboard, it is not to be expected that a civilised human being can be expected to go to sea. On the other hand, if masters treat seamen like men more men will be found willing to follow the sea."

To the Married and those Intending to Marry of both Sexes.

READ Carefully my New Book, which treats Every Branch of this Delicate Question of Large Families, with a check as recommended by an eminent London physician.

Send at once postal order for 1s., and 1d. stamp with name and address plainly written, to the Author, Mr. W. J. Douse, Radical Lecturer, Kingsley House, Nottingham.

An M.P. writes us:—"Book most valuable and moral in tone." Name this paper, please

THE STRIKE OF A SEX; or, WOMAN ON

STRIKE AGAINST THE MALE SEX FOR BETTER CONDITIONS OF LIFE.—A Novel. Should be read by every adult.—Sent Post Free, on receipt of eight penny stamps, by W. H. REYNOLDS, Publisher, New Cross, London, S.E.

READ "THE LAW OF POPULATION," by ANNIE BESANT. A work designed to induce married people to limit their family within the means of subsistence.—Sent Post Free, by W. H. REYNOLDS, Publisher, New Cross, London, S.E., on receipt of eight penny stamps.

WHY BRING INTO THE WORLD CHILDREN YOU DO NOT WANT, and are quite unable to provide for?—Read "THE MALTHUSIAN," Organ of the Malthusian League, published on the first of each month, price One Penny. Specimen copy, with principles and objects of the League, on receipt of two penny stamps, by W. H. REYNOLDS, Secretary, New Cross, London, S.E.

TOBACCONISTS COMMENCING,
JEWELLERS, STATIONERS, &c.
An Illustrated Guide (224 pages, 3d.)
"How to open a Cigar Store, £20 to £1,000."—TOBACCONISTS' OUTFITTING CO., 186, Huston-rd., London, N.W.
—A Prospectus on the other Trades (free).—Manager, H. Myers. Established 1866.

TO MEMBERS N. A. S. & F. UNION.

BRITANNIA COFFEE TAVERN

(Opposite St. Katharine's Dock House and S. U. Office).

Proprietor, Mr. THOMAS STILL.

Seamen can be accommodated by the Day, Meals, or Week, suitable to themselves.

SEAMEN'S EFFECTS COLLECTED AND DELIVERED.

THE BEE HIVE,

SUTTON ST., COMMERCIAL ROAD, E.

Proprietor, W. DE GROAT, Jun.

House of Call for Sailors and Firemen, and all bona fide Trade Unionists.

ALL LIQUORS OF THE BEST QUALITY.

A TRIAL SOLICITED.

THE SAILOR'S BOOT MAKING AND REPAIRING SHOP.

(Underneath the Pelican Club.)

S. JONES,

276, BUTE STREET, CARDIFF

(Near the Railway Bridge and Tramway Terminus).

MAKER OF ALL KINDS OF SEA BOOTS, DECK AND ENGINEERS' SLIPPERS, &c., MADE TO ORDER.

All kinds of Repairing done while you wait.

McCANN & CO.,

LONDON HOUSE, HOLTON ROAD, BARRY.

Seafaring men cannot do better than buy their CLOTHING at McCANN & Co.'s. We buy for Cash from the best manufacturers, which enables us to give the best value to our customers. One price; no statement. The Largest Stock in the neighbourhood.

McCANN & CO., London House, Holton-rd., Barry. Near Victoria Hotel; 4 minutes' walk from Shipping Office.

THE AUSTRALIAN WORKMAN:

The Official Organ of the Trades Unions of New South Wales.

A Journal devoted to the interests of the Worker.

Not made up of cuttings from other newspapers, but of original articles and paragraphs.

Gives expression to all varieties of opinion on social questions in its correspondence.

Supports all that tends to the social, moral and intellectual elevation of the Worker, and fearlessly denounces everything opposed to it.

Is comprehensive, liberal, and unsectarian.

Subscription for United Kingdom, 8s. a year.

Offices:—282, Pitt-street, Sydney.

SAFE ANCHORAGE.

WHERE TO BOARD.

UNION BOARDING-HOUSES.

BARRY.—Mrs. Mooney, 6, Holm-st., Cadotxton.

BO'NESS.—Mrs. Baxter, Sailors' Home, East Pier-head.

CARDIFF.—Seamens' Institute, West Bute-street.

GLASGOW.—James Bracken, 182, Broomielaw.

HULL.—N. A. S. & F. Union Home, 13, Robin-son-row, Dagger-lane.

Seamen's Union Home, 48, Mytongate

LONDON.—N. A. S. & F. Boarding House, Mrs. Hicks, 13, Jeremiah-street, East India-road.

PLYMOUTH.—Mr. Stephens, 11, Bath-street.

SWANSEA.—E. Dann, 3, Strand.

The names and addresses of the keepers of Seamen's Boarding-houses will be inserted in **SEAFARING** at the rate of 2s. each per week, payable in advance. For 13 weeks the price is 15s.; for 26 weeks, 25s., payable in advance. These advertisements are intended as a Directory to seafaring men, so that on arriving at any port they have only to refer to **SEAFARING** to find where they can be comfortably boarded and fairly treated. No Seamen's Boarding house will be advertised in **SEAFARING** on any terms unless recommended by the Branch Secretary of the Sailors' and Firemen's Union in whose district the house is situated.

ALL SEAFARING MEN should know THE TRUTH about the SAILORS' AND FIREMEN'S UNION VERSUS THE SHIPPING FEDERATION.

A TRUE ACCOUNT OF THE STRUGGLE.

As the "Shipping Federation" have been spreading false reports of the result of the recent struggle, the following statement of facts will be interesting to seafaring men and others. The principal cause of the dispute between the Seamen's Union and the Shipping Federation was the latter body insisting on our members paying for and signing an agreement called the Registration Ticket. As this ticket entitled the holder to membership in another Seamen's Union (a fosterling of the Shipping Federation), and a preference of employment in all their ships, it was plainly seen that the object of the Federation was to break up the power of our National Union.

The result of this was that our members in Cardiff and London refused to sign this badge of slavery, and left their ships. The Federation agents then tried every means to fill up our men's places; anything, Malay, Chinaman, or Lascar, that was able to put a mark on a ticket was given preference of employment, while British Seamen and Firemen, the backbone of our Mercantile Marine, were rejected because they would not patronise the Shipowners' Union and sail with the scrapings of every nation under the sun.

After the dispute had lasted several weeks, and the Shipping Federation found they were getting the worst of the battle, they withdrew the preference clause from their ticket. Finding this did not have the desired effect, and thinking that their little Seamen's Union was in the way, they took it out and buried it in the coffin that was intended for the National Union. Still our men held out and refused to take their ticket. The Shipping Federation then gave notice that no charge would be made for it. Finding our men would not take the ticket after all those changes had been made, the Shipping Federation then promised that the sum of £25 would be paid to the relatives of any seaman in the event of the seaman's death while in their employ, providing the seaman was in possession of one of their tickets.

It is unnecessary for me to make any further comments on the Federation Ticket. All seafaring men will, I am sure, be able to see for themselves the wonderful change that has been made in the clauses, and for this purpose the two Federation Tickets are printed. Had the Seamen's Union received the support a great struggle like this entitled them to, the victory would have been more complete and lasting.

As a number of our members have not had the opportunity of seeing the original Federation Ticket that was the cause of the late dispute, it is printed side by side with the harmless piece of parchment that now answers to the name.

THE FEDERATION TICKET. BEFORE THE FIGHT AND AFTER

RULES.

1.—Registration Tickets shall be issued to every sea-going person, of whatever capacity, making application for same, subject to the following rules:—

2.—The Official in charge shall, before granting a Registration Ticket, make reasonable inquiries as to the *bond fides* of the applicant, by examining his Certificates of Discharge or other references, and by other necessary means.

3.—Registration Tickets shall only be issued at the Seamen's Registration Offices during office hours, and will only be recognised when properly filled in, signed, and stamped. The official in charge shall have power to detain, or refuse to renew, any Registration Ticket improperly obtained, or in the possession of any person not entitled thereto.

4.—That for the protection of Seamen, this Ticket must be renewed once in every six months, or, if at sea, as soon after as practicable. The fee for registration (including Registration Ticket and Rules) is 1s., and for each renewal, 6d., which also entitles to membership in the "AMALGAMATED BRITISH SEAMEN'S PROTECTION SOCIETY," if desired. Members of any other Seamen's Union may, however, avail themselves of the advantages of registering for employment, without prejudice.

5.—This Registration Ticket entitles the holder to preference of employment—at the recognised port wages—for any vacancies in any ship, or with any shipmaster or owner affiliated with the "SHIPPING FEDERATION, Limited."

6.—Every Seaman, by registering, pledges himself to carry out his agreement in accordance with the Merchant Shipping Acts, and to proceed to sea in any vessel in which he signs articles, notwithstanding that other Members of the crew may, or may not, be members of any Seamen's Union.

7.—This Registration Ticket is not transferable.

N.B.—All inquiries should be made through the General Superintendent, at the Registration Offices, either personally or in writing.

Many of the ships still sign on board, but as this has been done for a number of years in Liverpool and other ports, it was decided that our men would sign on board for the present, at all events, to show the Shipping Federation that it made very little difference to the members of the National Seamen's Union where they signed, as every member was a delegate and could be trusted to look after his Union and its interests at all times and places. It will be clearly seen from the foregoing that the Shipping Federation with its 100 millions of capital have not been very successful in their endeavour to smash the Seamen's Union; in fact, as far as the Federation Ticket is concerned, their action resulted in an ignominious defeat on every point that was contested in the original ticket, and every praise must be given to the members of the Seamen's Union for the gallant stand that was made against such a powerful combination of capital, and for the victory gained and the right of combination maintained against such a powerful enemy.

The result of the fight is very encouraging to the members of the Seamen's Union, and should stimulate them in further efforts to protect the lives and better the condition of their members. All seafaring men that are not members of the Seamen's Union should assist us and our noble president, S. Samuel Plimsoll, in the great work that is still to be done. Do not stand back and let others do all the work. Are you willing to accept the shorter hours and better pay without having done something to help in obtaining it? If not, then join the Union at once.

RULES.

1.—Registration Tickets shall be issued to every competent sea-going person, of whatever capacity, making application for same, subject to the following rules:—

2.—The Official in charge shall, before granting a Registration Ticket, make reasonable inquiries as to the *bond fides* of the applicant, by examining his Certificates of Discharge or other references, and by other necessary means.

3.—Registration Tickets shall be issued at the Seamen's Registration Offices during office hours, and will only be recognised when properly filled in, signed and stamped. The official in charge shall have power to detain, or refuse to renew, any Registration Ticket improperly obtained, or in the possession of any person not entitled thereto.

4.—Members of any Seamen's Trade Union may avail themselves of the advantages of registering for employment, without prejudice.

5.—This Registration Ticket entitles the holder to employment—at the recognised port wages—in any vacancies in any ship, or with any shipmaster or owner affiliated with the "SHIPPING FEDERATION, LIMITED."

6.—Every Seaman, by registering, pledges himself to carry out his agreement in accordance with the Merchant Shipping Acts, and to proceed to sea in any vessel in which he signs articles, notwithstanding that other members of the crew may, or may not, be members of any Seamen's Union.

7.—This Registration Ticket is not transferable.

N.B.—All inquiries should be made through the General Superintendent, at the Registration Offices, either personally or in writing.

NATIONAL UNION OF DOCK LABOURERS IN GREAT BRITAIN AND IRELAND.

SPECIAL NOTICE TO DOCKERS:

46, HANOVER STREET,
LIVERPOOL.
March, 1891.

FELLOW MEMBERS,

As you are doubtless aware, SEAFARING, a weekly newspaper published in London, is the official Organ of the Seamen's and Firemen's Union. To its fearless and sterling advocacy is largely due the great success which has attended the efforts of the Union officials to improve the condition of their Members. In it is to be found the fullest and most reliable information of the workings of the Seamen's Union throughout the United Kingdom.

The interests of the Seamen, the Firemen, and the Dockers are, if not identical, closely related to each other, and it is of the utmost importance that the Members of each Union should know what the Members of the other are doing. That a proper and friendly understanding should exist between the Members of the two Unions this knowledge is necessary, and it can be had through the columns of SEAFARING. We have arranged with the Editor of SEAFARING that a large section of its space shall be devoted to the cause of the Dockers. In it will be found reliable reports, official reports of the work of the Dockers' Union, reports on the condition of trade in the various Ports where we have Branches, and items of such general news as will be of use to Dock Labourers. Questions affecting both Unions will be dealt with in SEAFARING.

We have, therefore, much pleasure in recommending SEAFARING to our Members, and inviting them to buy it and read it as the Organ which in future will spare no pains to promote the cause of the Dockers, side by side with the cause of their brethren of the Seamen's and Firemen's Union.

It can be had from Newsagents, or through the Branch Secretaries.

We are, yours faithfully,
R. M'GHEE, President,
EDWARD McHUGH, Gen. Sec.



PATENT WOVEN BANNERS

GEORGE TUTILL, Artistic Banner Painter,

And Manufacturer of the Banners for the Tugboat Branch, Grays Branch, Gravesend Branch, Tower Branch, etc., of the Sailors' and Firemen's Union, and Maker of the Emblem of the Union. Also Manufacturer of the Regalia for the various Branches.

83, CITY ROAD, LONDON, E.C.

SEAMEN should visit this Establishment.
(Close to East India Dock.)

**WATCHMAKERS, JEWELLERS, & COMPLETE
SEAMEN'S OUTFITTERS.**

NEEDLE AND ANCHOR.

P. M. LEIBOW & CO.,
210 & 212, EAST INDIA DOCK ROAD, LONDON, E.

ESTABLISHED

UNION CLOTHING DEPOT.

[1873.]

CHARLES MILLS,

No. 9, STATION ROAD, (Between Mill Dam and Market Ferry), SOUTH SHIELDS.
NOTED FOR RUBBER AND LEATHER SEA BOOTS, COPENHAGEN LEATHER JACKETS, CAPTAINS AND SEAMEN'S OILSKINS AND BEDDING OF EVERY DESCRIPTION. FOREIGN MONEY EXCHANGED.

TUG BOAT BRANCH.

Tug Boat Men desirous of protecting their interests and improving their condition should at once join the above, while the entrance fee is low. They can be enrolled at any of the London Branch Offices of the Sailors' and Firemen's Union (mentioned on page 8 of SEAFARING), or at "Captain Man o' War," High Street, Poplar, any evening from 8 to 10 p.m. The weekly meeting of the Tug Boat Men is held at the "Captain Man o' War," High Street, Poplar, every Monday evening, and every Friday evening at "Old Amerstarm," Gravesend. Office hours 9 a.m. till 4 p.m., and 7 p.m. till 9 p.m.

R. WHITE,
WHOLESALE
CABINET & BEDDING
MANUFACTURER,
70, 72, & 74, RATHBONE STREET,
CANNING TOWN, LONDON, E.,
AND
28 & 29, GREEN ST., UPTON PARK, E.
Houses Furnished from 10 to 100 gs.
ALL GOODS WARRANTED

SPECIALITIES IN
SEAMEN'S BEDDING
PURE WOOL BEDS,
4/6, 5/6, 6/6, 7/6 each.
BUSH RUGS & COLOURED BLANKETS
Sent free to any part of the Kingdom on receipt of
P.O. Order. Prices 3/9, 4/9, 5/9, 6/9.

JAMES BRACKEN,
SEAMEN'S UNION
BOARDING HOUSE
182, BROOMIELAW, GLASGOW.

MRS. ROBERT BAXTER,
SAILORS' HOME,
EAST PIERHEAD,
BO'NESS.

S. J. GOWER,
PRINTER,
Wholesale and Retail

COMMERCIAL AND FANCY STATIONER,
NEWSAGENT, BOOKBINDER, &c.,
2, MYTONGATE, HULL.

N.B.—Wholesale and Advertisement Agent for
SEAFARING in Hull.

H. PHILLIPS,
PAWBROKER,
TIDAL BASIN,
VICTORIA DOCKS;
SAILORS' OUTFITTER
In all its Branches.

N. A. S. & F. UNION HOME,
5, PRINCE STREET, HULL
(Next door to the Unity Hall).

TERMS, 14s. PER WEEK.
G. A. HODGSON, Proprietor,
Financial Member, Hull Branch.

NOTICE TO UNION MEN.
Union men frequenting BARRY DOCK are
respectfully requested to Board at

MRS. MOONEY'S,
6, HOLM ST., CADOGXTON.
(Near Barry Dock.)

N.B.—None but Unionists need apply. Note the address

LONDON.
N. A. S. & F. BOARDING HOUSE,
Mrs. HICKS,

13, JEREMIAH STREET,
Four Doors from Green's Home Branch Office.

JAMES DYMICK & SON,
Grocer, Ironmonger & Ship Chandler,
PIERHEAD, BO'NESS,
Near Union Office.

Seamen and Firemen supplied with all kinds of
Stores, best quality, at Lowest Prices.

UNION MEN IN LONDON
SHOULD GO TO

C. KELLY,
130 & 144a, VICTORIA DOCK RD.,
LONDON, E.,
For Serge, Oilskins, Guernseys, Officers' and
Seamen's Caps and Hosiery.
Hats, Ties, Scarves, Collars, &c., of the Newest
Style.

SAMUEL BEGG,
Treasurer Hull Branch N.A.S. & F.U.

TURK'S HEAD HOTEL,
MYTONGATE, HULL.
CONCERT ROOM OPEN EVERY EVENING
AT SEVEN O'CLOCK.

WINEs, SPIRITS, BEERS, AND CIGARS OF THE
FINEST QUALITY.

Captains Supplied at Wholesale Prices.
OILSKINS AND SEA-BOOTS A SPECIALITY
PAWNBROKERS.
Liberal advances made on all kinds of property.

THE
EMPIRE
PALACE OF VARIETIES
QUEEN STREET,
CARDIFF.

GOLDIE BROS.,
ARTISTS AND PHOTOGRAPHERS,
QUEEN STREET STUDIO,
66 QUEEN ST., CARDIFF.

Photos of Mr. J. H. Wilson may be had.

"DEAR SIR—I received my photo, whch I consider an
excellent specimen of the photo art.—J. H. WILSON."

GEO. DANIELS,
Grocer and Provision Merchant
28, CUSTOM HOUSE STREET,
CARDIFF.

Shipping Supplied. Special attention given to Weekly Boats.

J. JOHNS,
Wine & Spirit Merchant,
CROSS KEYS HOTEL,
QUEEN ST., CARDIFF.
OLD TRADES UNION HOUSE.

Wines and Spirits of the First Quality.

PHILHARMONIC RESTAURANT
St. Mary Street, CARDIFF.

DINNERS. TEAS. SUPPERS.
Wines and Spirits of finest quality. Billiard
and Smoking Rooms.

G. F. CULLEY, Manager.

SEAMEN'S UNION HOME,
48, MYTONGATE, HULL.
Members of the Union only are taken in as
Boarders in the above Home, by Day or
Week.

TERMS MODERATE.
NOTE.—All funds go to the funds of the National
Sailors' and Firemen's Union.
T. CARR, Sec. (pro tem.).